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Plume, Boush and Randolph Sts.

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President

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have experienced a healthy growth in population and
business during the past ten years. The

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Norfolk's Only Morning and Sunday Newspaper, has kept pace
with the community progress as evidenced by sturdy and
healthy growth in CIRCULATION.

	Daily	Sunday		Daily	Sunday
1915	22,430	30,273	1920	31,633	38,112
1916	23,027	31,777	1921	34,932	40,796
1917	27,621	36,433	1922	35,024	39,858
1918	32,064	41,864	1923	34,740	41,171
1919	31,855	39,085	1924	37,465	42,576

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Hampton Roads Guide

WITH

MAPS AND ILLUSTRATIONS

of

Tidewater Virginia's Many Places
of Historic Interest, Seaside
Resorts and Points *of*
Pleasure to the
Visitor

BY ELSIE A. STEGMAN

GUIDE BOOK COMPANY, Publishers
NORFOLK, VIRGINIA

HARRY MANN PHOTOGRAPHS BY COURTESY OF
C. L. HALL OPTICAL CO., NORFOLK, VA.

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Showing Principal Places of Interest



MUNICIPAL BUILDINGS

- 1 13M Municipal Offices and Auditorium
 2 4H City Armory
 3 12M Municipal Market
 4 13N Court House
 5 13O Police Headquarters & Traffic Department

GOVERNMENT ACTIVITIES

- 6 16M U. S. Customs House
 7 16M U. S. Immigration Office
 8 15N U. S. Postoffice

HOTELS

- 9 14M Monticello
 10 12K Southland
 11 15L Fairfax
 12 16M Atlantic
 13 13L Lorraine
 14 12K Norfolk
 15 15M Nedd
 15 14P Victoria

THEATRES

- 16 15N Academy of Music
 17 13L Colonial
 18 12L Norva
 19 13M Wells
 20 11K Granby
 21 12L Strand
 22 12L American

RAILROAD & BOAT LINE STATIONS

- 23 13U Union Depot
 Norfolk & Western
 Virginian
 Norfolk-Southern
 24 15K Brooke Ave. Station
 Pennsylvania
 Chesapeake & Ohio
 Maryland, Delaware & Va.
 25 18M Jackson St. Station
 Southern Railway
 Chesapeake Steamboat Line
 26 17L Old Bay Line Dock
 Old Bay Line
 Smithfield Boat Line
 27 15Q Old Dominion S. S. Line Dock
 Old Dominion Line
 Norfolk & Mohawk Bay Line
 Buxton Line
 28 16L Merchants and Miners S. S. Line Dock
 29 14F York St. Station
 Atlantic Coast Line Railway
 Norfolk & Wash. S. S. Line Dock
 30 17A Pacific Mail S. S. Dock
 31 16I Bennett's N. C. Line
 32 17P Portsmouth Ferry Dock

TOURIST INFORMATION

- 34 16M Information & Tourist Bureau
 35 15L Tidewater Automobile Ass'n.
 36 13N Travelers' Aid Headquarters

PRINCIPAL BANKS

- 37 16O National Bank of Commerce
 38 15N Norfolk National
 39 16M Seaboard National
 40 16N Citizens
 41 16M Virginia National
 42 14L Trust Co. of Norfolk

PUBLIC BUILDINGS

- 43 11L Y. M. C. A.
 44 12I Y. W. C. A. & Cafeteria
 45 14L Navy Y. M. C. A. and Cafeteria
 46 14H Norfolk Public Library
 47 11B Society of Arts Bldg.
 48 9M Juvenile Court (Old Academy)
 49 15P Confederate Monument

CHURCHES

- 60 10M Freemason St. Baptist
 51 12J Christian Science
 52 11K Epworth Methodist
 53 8B Jewish Synagogue
 64 11P St. Paul's Church and Museum
 55 10B Christ Episcopal
 56 9B Ghent Methodist
 57 6C First Baptist
 58 8B First Presbyterian
 59 10R St. Mary's
 60 12G Sacred Heart

NEWSPAPERS

- 61 14L Virginian Pilot
 62 15M Ledger-Dispatch



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Has, for 15 years, built a business and reputation to be justly proud of.

Colonial Avenue and 21st Street
Norfolk, Virginia

CONTENTS

	PAGE
Hampton Roads, Virginia	15
Norfolk:	
Guide Map of Downtown Section	8 and 9
Railroad and Steamboat Stations	13
Historical Sketch	19
Suggested Sight-Seeing Tour	21
Seeing Norfolk	22
Midland Trail Road Map	34
Portsmouth	35
Ocean View	38
Virginia Beach	40
Cape Henry	42
Other Beach Resorts	43
Automobile Highway's Map	47
Railroad and Steamboat Line Map	48
Dismal Swamp and Lake Drummond	49
The Lake of the Dismal Swamp	50

CONTENTS—Continued

	PAGE
Suffolk	51
Smithfield	55
Eastern Virginia and Carolina Map	58
Newport News:	
Historical Sketch	59
Facts About	62
City of Newport News	63
Hampton	66
Fort Monroe	69
Jamestown Island	73
Williamsburg	79
Yorktown	85
Port of Hampton Roads	89
Port of Norfolk	91
Port of Newport News	97
Road Map of Historic Hampton Roads Section	129

Norfolk Railroad and Steamboat Stations

UNION STATION (Terminal Building), East Main St.

Norfolk & Western

Virginian

Norfolk-Southern

Electric trains to Virginia Beach, Cape Henry, Ocean Park.

BROOKE AVENUE STATION, foot of Brooke Ave.

New York, Pennsylvania & Norfolk

Chesapeake & Ohio

Maryland, Delaware & Virginia

JACKSON STREET STATION, foot of Jackson St.

Southern Railway

Chesapeake Steamboat Line (to Baltimore)

OLD DOMINION LINE DOCK, foot of Church St.

Norfolk to New York

Norfolk and Mobjack Bay Line

Buxton Line

PACIFIC MAIL STEAMSHIP DOCK, Southgate Terminals

New York, Norfolk and San Francisco

OLD BAY LINE DOCK, foot of West Main St.

Norfolk to Baltimore

Smithfield Boat Line

MERCHANTS & MINERS S. S. LINE, foot of West Main St.

Norfolk to Boston and Providence

YORK STREET STATION, foot of York St.

Atlantic Coast Line Railway

NORFOLK & WASHINGTON STEAMBOAT LINE DOCK, Atlantic City

Norfolk to Washington, D. C.

PINE BEACH FERRY, Pine Beach

Norfolk to Newport News

PORTSMOUTH FERRY, foot of Commercial Place

OLD POINT FERRY, Willoughby Beach (summer months)

PORTSMOUTH, VA.

Seaboard Air Line R. R. Station

BUSSES for Virginia Beach leave from Boush St. and City Hall Ave.

BUSSES for Suffolk and for Elizabeth City, N. C., leave from the Monument at Commercial Place, off Main St.

BUSSES for Williamsburg, Jamestown and Yorktown leave from the corner of City Hall and Monticello Aves. These busses also go to Virginia Beach.



BATTLESIPS IN HAMPTON ROADS, OFF FORT MONROE

Hampton Roads Section of Virginia

The portion of Virginia designated in this book as the Hampton Roads Section is richer in historic interest than any territory of like extent in the United States. At every turn, the visitor finds places intimately associated with the beginning of the English settlement in North America. For instance after landing at Cape Henry in 1607, Captain John Smith and his party passed on to Jamestown, there to lay the foundation for the Anglo-Saxon predominance of North America. Later, in 1691, a lighthouse was erected at Cape Henry on the site of Smith's landing, and it is standing to-day. But John Smith's party was not the first to visit this territory. The first white men who came here were members of a small exploring party sent out from Sir Walter Raleigh's ill-fated Roanoke Island settlement in 1585.

Captain Smith, writing shortly after the settlement of Jamestown, described this beautiful section in the following terms:

"There is but one entrance into this country, and that is at the mouth of a goodly bay eighteen or twenty miles broad. Within is a country that may have the prerogatives over the most pleasant places known, for earth and heaven never agreed better to frame a place for man's habitation. The mild-

ness of the air, the fertility of the soil and the situation of the rivers are so propitious to the use of man, as no place is more convenient for pleasure, profit, and man's sustenance under any latitude of climate. So then here is a place, a nurse for soldiers, a practice for mariners, a trade for merchants, a reward for the good."

While there is no community in the United States which holds such a wealth of historic interest as this, it is not possible in this sketch to give even the high lights of this history. Such an account should tell of the defeat of Lord Dunmore's troops in the battle of Great Bridge just a few



CAPTAIN JOHN SMITH

miles away in 1775. It should describe the bombardment and burning of Norfolk by Lord Dunmore's ships in 1776, and many other instances of intense interest during the Revolution and the War of 1812. It should not neglect the details of the repulse of the ironclad *Monitor* by the first ironclad ever built, the Confederate battleship *Virginia*.

While Commodore Matthew Fontaine Maury may be said to have discovered Hampton Roads commercially, the great harbor of Norfolk, Portsmouth and Newport News, the country's greatest natural port was playing a prominent part in the history of America long before "The Pathfinder of the Seas" put it on the map.

Even before the War of the Revolution the British had recognized the availability of the Elizabeth River as a naval base, and Gosport Navy Yard, now Norfolk Navy Yard at Portsmouth, was built for the accommodation of British warships stationed to "protect," if not to coerce the colonies.

The surrender of Cornwallis at Yorktown, while not on a tributary of Hampton Roads, was sufficiently close for the French fleet to base on Hampton Roads and prevent the British squadrons from going to the relief of His Lordship and his army in their final stand.

Had the American navy been based in Hampton Roads, and the Virginia capes properly fortified in 1812, a comparatively small naval force would have been able to prevent the British fleet from passing up Chesapeake Bay and sacking the national capital.

But that experience taught the United States a lesson and soon after the Treaty of Ghent was signed preparations were made for utilizing the great natural waterway as a naval base.

By the time the clouds of the War Between the States were gathering the Gosport (now the Norfolk) Navy Yard, at Portsmouth, was a beehive of activity, and when Governor Wise ordered the Virginia troops to seize the station, the Federal Government recognized its material and strategic importance to the South.

Not only the Allies looked to Hampton Roads to supply their millions of fighting men with food, equipment and almost everything, but the German submarine which ran the gauntlet of the British blockade sought Hampton Roads as its landing place,



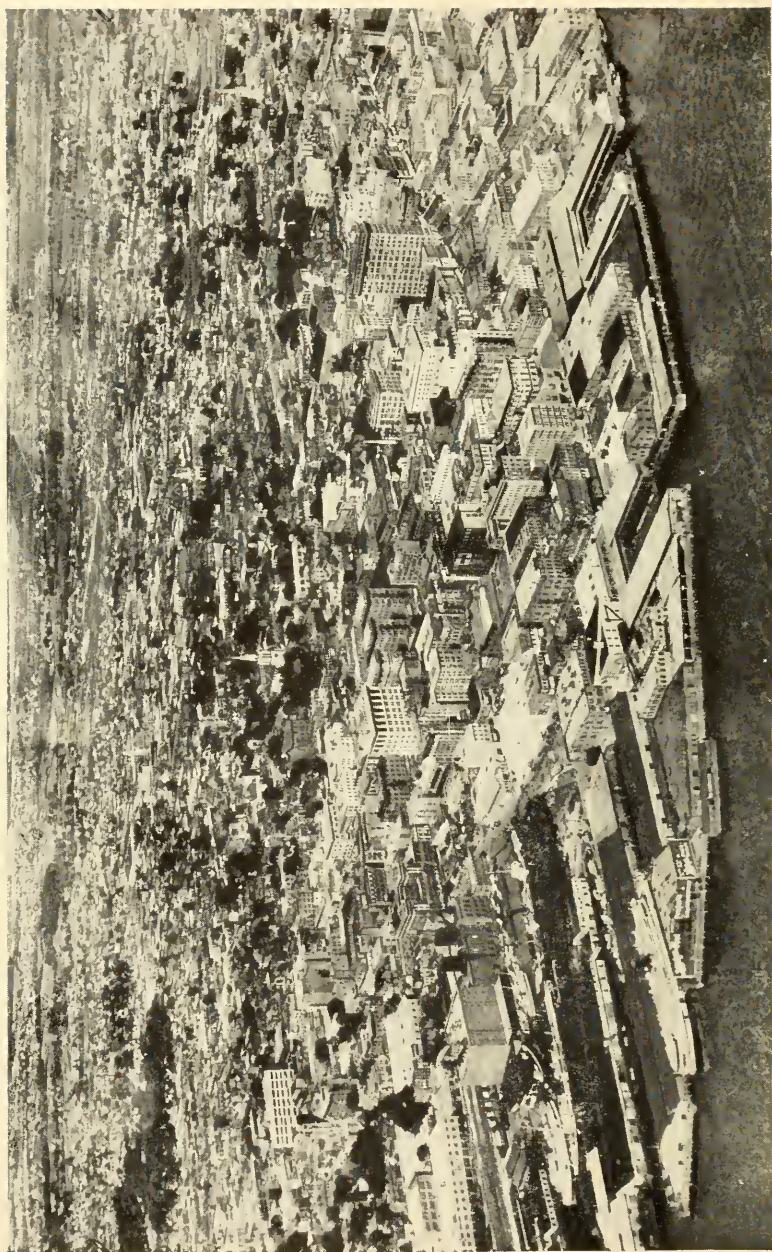


SEASHORE AT VIRGINIA BEACH

The strategians of the American army and navy, long before the general public had an inkling that the country was preparing to enter the war, had picked Hampton Roads as the logical base for naval activity and for the dispatch of troops and foodstuffs and ammunition and practically everything that should be needed by the American troops who should be sent to European battlefields. Almost over-night there sprang up on the shores of Hampton Roads the organization which manned the port of embarkation at Newport News and the Hampton Roads operating base on the Norfolk side, from which were dispatched the convoys, both American and Allied which turned the tide against the German hosts.

Then came the army base development near Sewell's Point, which although not completed in time to play such a prominent part in the conflict, nevertheless contributed its share in bringing troops and surplus supplies back from across the Atlantic. Disarmament agreements, or rather limitation of armaments, naturally have affected Hampton Roads as a naval and military base, but her record stands unsurpassed whenever the country has faced a crisis.

By way of parenthesis it may be remarked that the millions the government has spent in naval and military development at Hampton Roads are not lost, for swords, so to speak, are being beaten into plowshares by the utilization of the army base for commercial purposes as a municipal terminal for the city of Norfolk, and the great shipyard at Newport News for building merchant vessels and for other commercial work.



PART OF NORFOLK'S BUSINESS SECTION FROM THE AIR

CITY OF NORFOLK

HISTORICAL SKETCH

Situated in the heart of this historic territory which has been so aptly styled by Professor Lyon G. Tyler as "The Cradle of the Republic," Norfolk may with propriety be considered as a focal point about which much of America's history in the past two and a half centuries has revolved.

The site of the original town of Norfolk consisted of fifty acres, purchased by the General Assembly of the Virginia colony in 1682 for 10,000 pounds of tobacco, and the town was incorporated that it might be one of the stations where the weed could be received, stored and sold. Tobacco was then the coin of the colony. In striking contrast to this purchase price is the volume of tobacco passing through Norfolk's terminals in 1924, amounting to over 250,000,000 pounds.

In his "Historical and Descriptive Sketches of Norfolk," William S. Forrest says that the city was named by a Colonel Thorogood, one of the earliest settlers, from his native English county. Another authority says that the county and original town were named by one of the Dukes of Norfolk.

Norfolk was regularly established as a town by an act of the Virginia Assembly in 1705, after considerable growth. On September 15, 1736 the



DOWNTOWN NORFOLK AS IT APPEARED IN 1885

"Royal Charter of Norfolk Borough" was granted, giving authority for a "borough incorporate," and providing for a mayor, recorder, eight aldermen and sixteen common councilmen.

Norfolk became a city by act of the Assembly on February 13, 1845, the last conspicuous change in its municipal government until the new Commission Manager Charter became effective September 1, 1918.

During the Revolution, on January 1, 1776, Norfolk was bombarded by the British under Lord Dunmore and the only building left standing was St. Paul's church on Church Street. The city has played a prominent part in the War of 1812, the War Between the States and during the World War was the greatest naval base on the Atlantic Coast, as it is to-day.

Norfolk, as a pleasure resort city, is one of the most delightful places in the world. The climate here is more variable and equable than the celebrated climate of California. Its beaches surpass the most famous of the Northern resorts and even those of Florida. Many wealthy sportsmen from all parts of the country come to shoot duck in Norfolk waters as an abundance of wild game is to be found within ten miles from the center of the business section. Norfolk is the home of the famous Lynnhaven Oyster and the many varieties of sea food are the best to be found on the Atlantic coast.



SCENE IN LAFAYETTE PARK

Suggested Sight Seeing Tour of Norfolk for Motorists

Beginning at Confederate Monument on Main St.

West on Main St. to Granby St.

Monument, National Bank of Commerce Bldg., housing Chamber of Commerce offices, Customs House, Bank Buildings, Information & Tourists' Bureau.

Granby St. north to City Hall Ave.

Part of Business and Shopping district.

East on City Hall Ave. to Monticello Ave.

Monticello Hotel, Armory Building, Court House.

Monticello Ave. to Tazewell St.

New Municipal Market Building, one of finest in U. S.

West on Tazewell to Granby St., turning north on Granby St.

Theatres, hotels, shopping district, Y. M. C. A.

Turn west at Freemason St.

Old residences, Y. W. C. A. Buildings, Norfolk Public Library, Selden home (on north-west corner of Freemason and Botetourt) where Robert E. Lee was guest. Norfolk Boat Club at foot of street.

North on Botetourt St.

S. E. corner Botetourt and Bute Sts. is house built in early part of 18th Century which was used by officers of Lord Dunmore's fleet as a hospital during their occupation of Norfolk.

Cross Ghent Bridge turning to left around Mowbray Arch.

Sarah Leigh hospital, The Hague, Atlantic City in distance, residences of interest, Virginia Club, Arts Club, Ghent Club, Christ Church.

North on Stockley Gardens.

Jewish Temple, Ghent Methodist Church, homes of Ghent section.

West on Hampton Boulevard.

N. W. corner of Hampton Boulevard and 12th street was burial ground for many yellow fever victims in 1852 when plague nearly wiped out city's population. Along Hampton Boulevard see Larchmont residential section, U. S. Public Health Hospital, Norfolk Country Club, Lochaven, North Shore and Meadowbrook residence sections, Municipal piers at Army Base, Municipal Grain Elevator, Naval Operating Base (submarine base, air station, electrical school). The Naval Base is on the site of the Jamestown Exposition. In the distance is Hampton Roads, where famous battle of "Merrimac" and "Monitor" was fought.

Return on Hampton Boulevard turning off at Titustown road.

See colored section.

South on the Ocean View Boulevard.

See Lafayette Park.

Down Church St. to Charlotte St.

Church St. is the city's oldest street, formerly a cow path. Hence its many turns. St. Vincent's Hospital.

West on Charlotte St. to Bank St.

Old Academy Building now housing Juvenile Court.

South on Bank St. to Freemason St.

Barton Myers' home on corner (one of oldest homes in city).

East on Freemason St. to Church St.

South on Church St.

See Old St. Paul's Church and Museum.

East on Holt St. to Jackson Park.

St. Mary's church, considered perfect example of Gothic architecture.

Drive through Jackson Park around Terminal Station to Bermuda St.

Old Gordon home used as hospital in 1812.

Return to Monument via East Main St.



HISTORIC ST. PAUL'S CHURCH

NORFOLK

ST. PAUL'S CHURCH AND MUSEUM, west side of Church Street, between Market and Cove Streets. From an historic standpoint, Old St. Paul's Church holds more interest for the visitor than any other single point in Norfolk. It was built in 1739 on land donated by the town's first mayor, Samuel Boush and it was the only building left standing when Lord Dunmore's British fleet bombarded and burned the town on January 1, 1776.

One of the interesting features of the church is the cannon ball fired by Lord Dunmore's troops. The ball, after striking the church, fell to the ground beneath, and was covered up there for many years, remaining buried until 1848. At that time the ball was replaced in the indenture which it had made in the church wall and cemented there, where it attracts much attention from tourists, thousands of whom visit the church each year. Beneath the ball is the inscription, "Fired by Lord Dunmore, January 1, 1776."

Although the church records are not complete, there is every indication that the church site is the same as that of a much earlier church dating back to at least 1641. Certain it is that the church yard was a cemetery long before the erection of the present building. In 1637, the records of Norfolk county show that there were two well organized churches in the county.

After the capture of Norfolk in the War Between the States, St. Paul's

church was taken possession of by the Federals in 1863 and used by the military authorities as a place of religious service for the officers and men of their forces.

The building which has been completely restored is of brick and built in the form of a cross, following the simple Norman lines of many village churches of the period in England. The date, 1739, appears in raised brick on the south wall.

Among the highly interesting relics are the chair in which John Hancock sat when he signed the Declaration of American Independence and the marble font which is a copy of the one given by "King" Carter to Christ church in Lancaster County, Va., in 1734.

In the churchyard there are 265 tombs, many having disappeared. The oldest one bears the date of 1673.

Among the many quaint epitaphs that can be deciphered on the tombs is this:

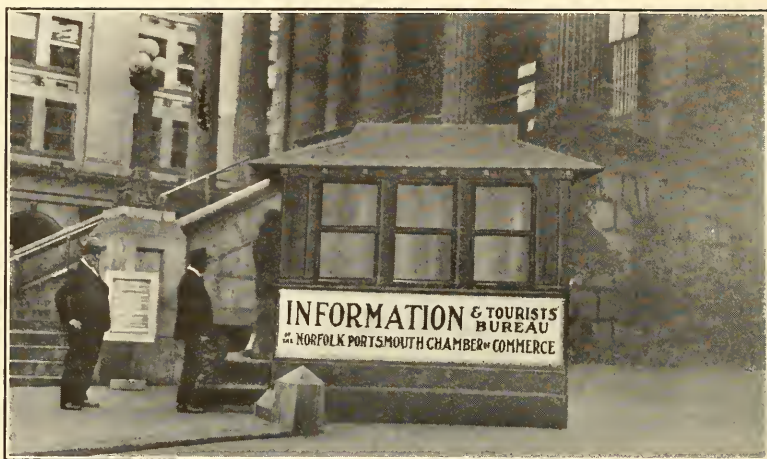
Behold my grave, how low I lie!
As you are now, so once was I;
As I am now, so you must be,
Then be prepared to follow me.

During the Civil War a soldier while strolling through the grounds came upon this grave. He drew his sword and with the point scratched this reply:

To follow you I am not bent
Until I know which way you went.

OLD NORFOLK ACADEMY BUILDING, on the block bounded by Bank, Charlotte, and Cumberland streets, and Grigsby Place. This building was the home of one of the oldest educational institutions in America being chartered in 1804 and the present building completed in 1840. The building is now owned by the City of Norfolk and is utilized by the Juvenile Court. During the World War, it was the Red Cross headquarters for this community. It is considered a perfect type of pure Doric architecture, the model having been copied from the temple of Theseus at Athens. The new Academy building is located near the Ocean View boulevard.

COURTHOUSE, Bank and Cove streets. The cornerstone for this building was laid in 1847 and the first session of the "Worshipful Court of the City of Norfolk," was held there on May 29, 1850. It occupies a commanding position at the head of City Hall avenue and is framed by many ancient



INFORMATION BOOTH, MAIN AND GRANBY STREETS

elms. It now houses the Corporation, Circuit Court of Norfolk City and the Court of Law and Chancery. On the Courthouse site, Back river, which was navigable for large craft, flowed as late as 1880.

CUSTOMS HOUSE, Main and Granby streets. This imposing granite building of classic architecture, erected in 1852, was for many years the most pretentious building of the city. Before the erection of the present post office building, it housed all the U. S. Government offices at this port. It is now headquarters for the Virginia Customs District, and also houses the Hydrographic office, Collector of Internal Revenue, Steamboat Inspection, U. S. Public Health Service, and several other offices of the government. Many of the early U. S. Government surveys were made from a point on this building.



DRESS PARADE AT HAMPTON ROADS NAVAL OPERATING BASE



OLD COURT HOUSE AT NORFOLK

CONFEDERATE MONUMENT, Main street and Commercial Place. Erected to the memory of the heroes of "The Lost Cause," this beautiful monument marks the center of the original plot of land purchased for the site of Norfolk from Nicholas Wise. The lofty column of granite is surmounted by the figure of a Confederate soldier, holding the Stars and Bars aloft with one hand and a drawn sword with the other.

FORT NORFOLK, near the corner of Front street and Colley avenue, occupies about twelve acres of land. This quaint old fortress was built in 1796 and was for half a century the main defense of Norfolk, Portsmouth and the Navy Yard. During the War of 1812, a great chain was stretched across the river at Fort Nelson, which was located on the point where the U. S. Naval Hospital now stands. Both of these forts and the Craney Island fortifications figured prominently in this war, and their splendid repulse of the British had much to do with the American success. The buildings and grounds of Fort Norfolk are in a good state of preservation, and constitute one of the city's most attractive spots. This old fortification presents an in-



NORFOLK'S NEW MUNICIPAL MARKET

teresting view to the traveler coming into Norfolk by water. The property is now occupied by the U. S. District Engineer's Office. Strong pressure is being brought to bear on the government to preserve the property intact as a National Memorial.

LAFAYETTE PARK (sometimes known as City Park), beginning at the point of meeting of Granby and Church streets, and running northward, is reached by City Park and Riverview street cars and by City Park bus. This park, which is one of the most beautiful in the United States, has a great variety of native trees and beautiful floral gardens. The rose garden and



OLD NORFOLK ACADEMY BUILDING



NORFOLK COUNTRY CLUB

botanical gardens are well worth a visit. The zoo, which is being enlarged by the city at every opportunity, contains an unusual collection of animals and birds. Winding driveways along the Lafayette river and through tall pines, attract many motorists.

OTHER PUBLIC PARKS. Norfolk has 414 acres in public parks. Although Lafayette Park is the largest, there are many others which command the attention of the visitor. At Memorial Park, between Brambleton and Chesterfield Heights, is located the city's municipal golf course. Jackson Park of East Holt street near the Union Station is a quiet, beautiful spot. At Lee Park on North Duke street will be erected the new Norfolk Society of Arts building. Stockley Gardens, extending from Olney Road beyond The Hague in Ghent is picturesque. Along this park are some of the city's finest residences and several of its most beautiful churches.

MUNICIPAL MARKET occupies the block bounded by Tazewell, Brewer and Market streets and Monticello avenue. This market was erected recently by the city at a cost of \$500,000 and is probably the finest municipal market in the entire country. It is a model of beauty and sanitation.

NORFOLK PUBLIC LIBRARY, 345 West Freemason street. This beautiful edifice is the gift to the city by Andrew Carnegie and the site was given as a memorial to Dr. William Selden by his daughter. It has pleasant and well equipped reading rooms and one of the best collections of books in the South. The hours are from 9 a. m. to 9 p. m. Branch libraries are located at various points in the city.



MAURY HIGH SCHOOL

HOTELS. Norfolk has long been characterized by the distinctiveness of its ample hotel accommodations. The hotels are sufficiently large to meet all demands and small enough for the niceties of service and attention that the tourist appreciates. The Monticello, which is the largest, is considered one of the finest hotels in the country. Other prominent hotels are the Southland, Atlan-

tic, Lorraine, Fairfax, Victoria, Edward, Norfolk and Neddo and the Monroe in Portsmouth. In addition to these there are many charming hotels and cottages at Ocean View and Virginia Beach and the other resorts around the city.

RETAIL SECTION. Granby and Main streets are the principal shopping thoroughfares and contain many splendid stores of almost every character. Many of these shops would do credit to cities much larger than Norfolk. Many of the smaller shops are located on the streets intersecting Granby and Main streets. A trip through the retail section will prove interesting to tourists.



SURF BATHING AT VIRGINIA BEACH

On and about the intersection of Granby street are located some of the city's interesting shops, hotels and the Y. M. C. A. building. Proceeding west along Freemason street one passes many charming old homes, the Y. W. C. A. headquarters and residence buildings and the Library. At the intersection of

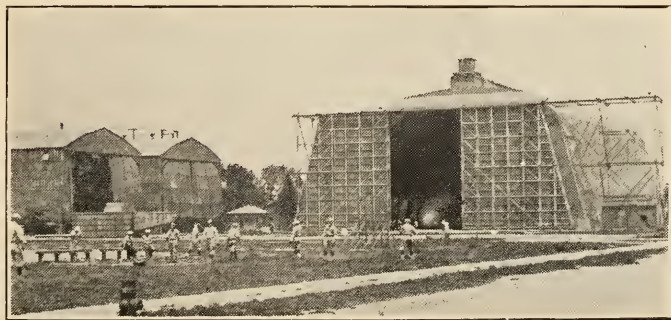


VIEW OF NORFOLK'S BUSINESS CENTER

Botetourt street, on the southwest corner, is the old Selden home where General Robert E. Lee was entertained while in Norfolk.

ST. MARY'S CHURCH, Holt and Chapel streets. This church building which is considered a perfect specimen of Gothic architecture was erected in 1854. Until the close of the nineteenth century, it was considered the handsomest church building in the city.

U. S. POST OFFICE BUILDING, southwest corner of Atlantic and Plume streets. In addition to the post office, this building houses the United States District Court, U. S. Marshal, Post Office Inspectors, U. S. Commissioner and relative activities.



SECTION OF AIR STATION AT NAVAL BASE



CHRIST EPISCOPAL CHURCH—SAID BY A LEADING
ARCHITECT TO BE THE MOST BEAUTIFUL
CHURCH IN AMERICA

entertained there when he visited Norfolk in 1844 by an ancestor of its present occupant.

FREEMASON STREET.

This street, containing as it does, some of the oldest residences in the city, is exceedingly interesting. It is the only street in the world bearing this name, which it received from the old Masonic and Shriners' Temples located near the intersection of Granby street. It is paved with the cobble stones brought from England as ballast on British ships which carried back tobacco and other exports from this country.

The Barton Myers home on the southwest corner of Freeman and Bank streets, is one of the oldest and most charming houses in the city. With its ivied walls, built of brick, it is a fine example of the pure Colonial type. It is in a fine state of preservation and is doubly interesting because of the fact that Henry Clay was



VIEW OF NORFOLK'S MUNICIPAL PIERS

THEATRES. Norfolk has enough theatres to insure plenty of amusement in this respect. The Academy of Music has the drama and opera and the Colonial, a vaudeville house, is operated the year 'round. There are a number of splendid moving picture theatres, the most modern being the Norva, an abbreviation of "Norfolk, Virginia." Other prominent theatres are the Wells, Strand, Granby and American.

GHENT BRIDGE, across the Hague on Botetourt street leads from the downtown section to Ghent. This bridge is often pointed out to tourists as "Norfolk's only hill." The names Ghent and the Hague were given by early settlers because of their friendly feeling for Holland at the time of the signing of the Treaty of Ghent. The Hague is used as an anchorage for yachts, and small craft.



GRANBY STREET SCENE

RESIDENTIAL SECTIONS. A drive, or a ride on street car or motor bus through the city's principal residential sections should be interesting to visitors. Ghent, West Ghent, Larchmont, Meadowbrook, Algonquin Park and Lochaven can all be included on a drive to the Municipal terminals and Naval Base. Edgewater can be included on a drive through Larchmont. Park



ONE DAY'S BAG AT RAGGED ISLAND CLUB

Place, Winona, Lafayette Residence Park and Colonial Place are well worth seeing. Street cars or motor busses or both serve all these beautiful sections.

COUNTRY CLUBS. Norfolk Country Club, Lafayette River and Jamestown Boulevard, is reached by Naval Base bus line or Naval Base or Pine Beach street car lines. This club has recently purchased a large tract of land near its present location and in the near future will construct two fine eighteen-hole courses in addition to the present one. The site of the club house overlooks the Lafayette river. In addition to golf, there are several tennis courts and boating facilities.

The Princess Anne Country Club at Virginia Beach has an eighteen-hole golf course which is numbered among the country's really fine courses. Many of the country's notables have played on its greens and it is one of the sportiest as well as most beautiful courses. The club house is most attractive and there are surf bathing, tennis and many other sports to be enjoyed.

Lynnhaven Country, a Jewish club, on the Virginia Beach Boulevard and car line, has a good golf course and tennis courts. This club occupies many acres of beautifully wooded land along the Lynnhaven river.

INFORMATION AND TOURIST BUREAU. At Main and Granby streets the stranger in Norfolk will find this bureau which is operated by the Tourist Convention and Publicity department of the Norfolk-Portsmouth Chamber of Commerce. Those in charge of this booth are glad to assist visitors in mapping out trips in and about the city or give any information required by the tourist.

CHAMBER OF COMMERCE BOARD OF TRADE CLUB, entire thirteenth floor of the National Bank of Commerce Building on Main and Atlantic streets. Reading, writing, lounge and conference rooms and also a café. Visitors are welcome to see the city and surrounding country from these quarters.

MUNICIPAL UNION TERMINAL, north of Country Club, along Bush Bluff, is reached by concrete boulevard or Naval Base bus or street car. This is one of the most efficient and modern deep water terminals in the world. It was built by the U. S. Government during the World War for use as an Army Base for handling overseas supplies. The terminal covers 950 acres of land. There are two great steel and concrete piers, three million square feet of storage space, fifty acres of open storage, and two miles of freight classification yards. It was built by the government at a cost of \$30,000,000 and is now operated by the city through the Norfolk Port Commission on a basis that is aiding materially in upbuilding the port. It is reached by the port's eight trunk line railroads, and is open to all steamship lines.

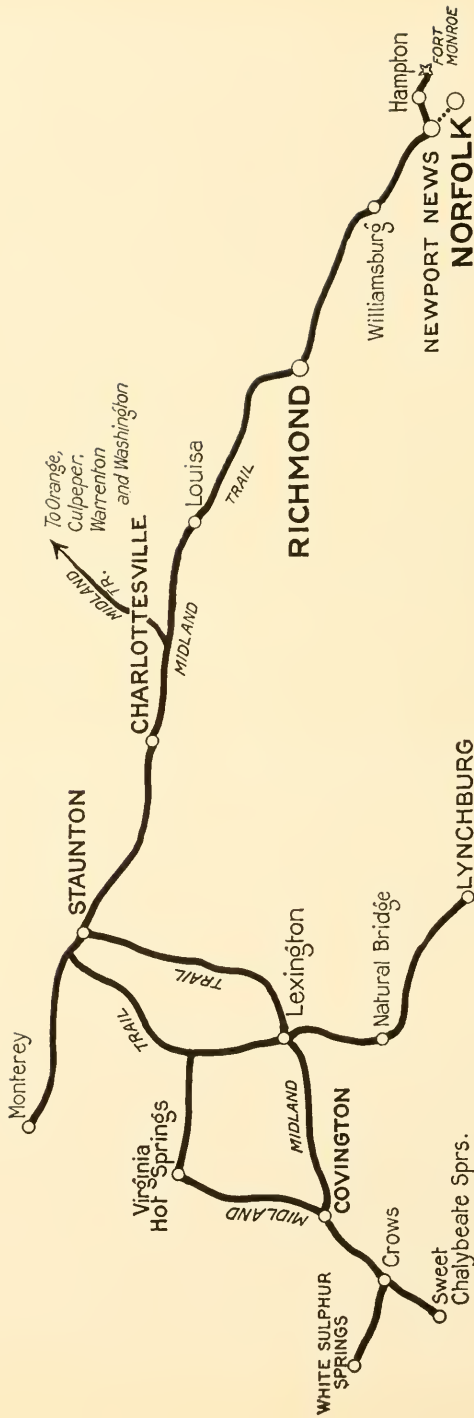
MUNICIPAL GRAIN ELEVATOR, just north of the Standard Oil Terminals, near Municipal Terminal, is reached by concrete boulevard or by Naval Base car or bus lines. This elevator which was built by the City of Norfolk for the handling of export grain, embodies all the most modern ideas of elevator construction. It cost the city \$4,000,000 and has a capacity of 800,000 bushels. A splendid concrete pier is being built in connection with the elevator. This structure is the most conspicuous one on the harbor both day and night, as the top is brilliantly lighted after dark.

HAMPTON ROADS NAVAL OPERATING BASE, north of Municipal Terminals, at Sewall's Point, reached by concrete boulevard or Naval Base or Pine Beach street car or Naval Base bus. The Naval Base was built at a cost of \$40,000,000 to the government; has a total area of 1,000 acres and accommodates 14,000 men. It is built on the site of the Jamestown Exposition of 1907, many of the buildings having been constructed for the exposition. It is located at the entrance of Hampton Roads, directly across from the world-famous Fortress Monroe. Here are located immense government piers which took care of overseas ordnance loading during the war and are now used as a port of debarkation for troops.

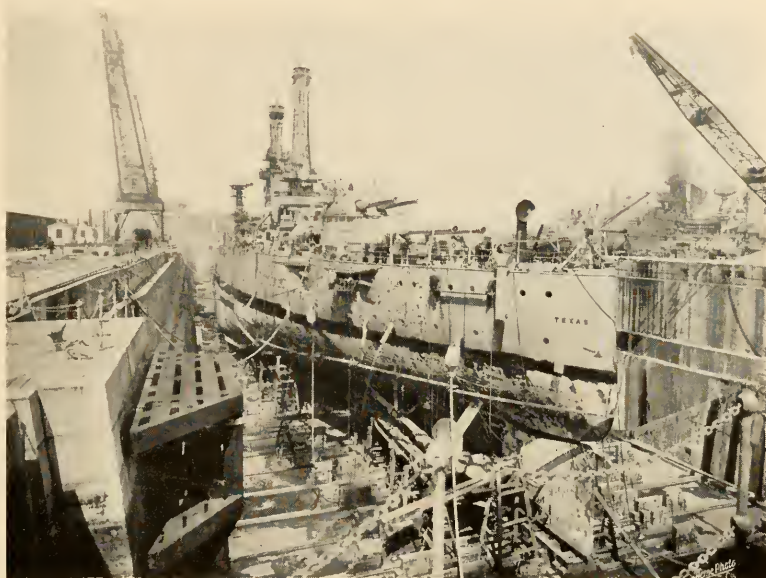
The Naval Base is open for visitors until sun down each day and it is one of the most interesting places in this section of the country for tourists. The operating base consists of a number of different activities, viz.: The training station where recruits are received and given their preliminary training for the navy; the receiving ship (called U. S. S. *Neverfloat*), to which trained men are sent for further instruction and from which they are drawn by the fleet; the submarine base, which takes care of submarines appointed to guard the central portion of the Atlantic coast; the air station; the base for hydroplanes, dirigibles; and the supply base which will furnish anything a battleship or a fleet needs, from a needle to an anchor, a bottle of watch oil to a hundred thousand tons of coal.

Dress parades are held at 10 o'clock each Saturday morning.

TOURIST CAMP. The Tourist Camp at Norfolk is said by many who have visited it to be the most ideally situated camp of its kind in the United States. It is located directly on Chesapeake Bay, between Ocean View and Willoughby Beach, so that visitors here may have free surf bathing. The camp is so arranged that every parking space is surrounded by trees and shrubs thus affording a great deal of privacy to each camping party. The camp has capacity for almost an unlimited number of automobiles, has every facility for comfort, and the prices charged are nominal.



PORTSMOUTH



"TEXAS" IN DRY DOCK AT NORFOLK NAVY YARD

PORTSMOUTH. Portsmouth is situated on the Elizabeth River opposite Norfolk, with which it is connected by ferry and with which it forms practically one city. The two cities together possess a fine harbor whose channel to the sea has been deepened by the Federal Government to 35 feet. The River is here about two-thirds of a mile wide and vessels of the largest size can anchor at the city wharves. Direct steamer lines leave this port daily for Washington, Baltimore, Richmond, New York City, Boston, and Providence.

Portsmouth is a thriving and rapidly developing manufacturing city. Norfolk and Portsmouth are so closely identified that they are really one great community. The father of Portsmouth was William Crawford, who laid off the town February 22, 1752, and placed 122 lots on the market. He did his work well, as the most casual observer notices. He also selected the good old English name of "Portsmouth" as though a prophecy that the American, like the English town of the same name, would become a great naval station. In a few years Portsmouth Parish was separated from Elizabeth River Parish and a church built (May 1, 1761).

In the Revolution, the citizens on the south side declined to profit by the misfortunes of Norfolk and refused to receive the friends of Lord Dunmore after the burning of Norfolk.

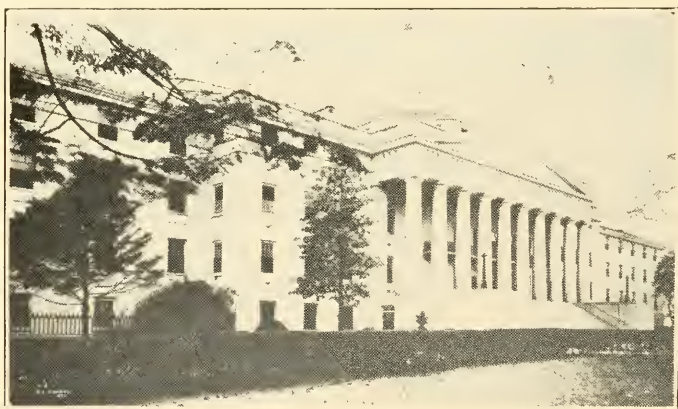


U. S. POSTOFFICE BUILDING, NORFOLK

on the site of the present navy yard. Among the prominent buildings of the City are the King's Daughters' Hospital, City Hall, Union Depot, Court House, Armory, Public Library, the Y. M. C. A. and the Kirn, Commercial and Law buildings. Of historical interest is Trinity Church erected in 1762.

NORFOLK NAVY YARD. This Navy Yard located at Portsmouth is the most important naval ship-building and repair depot on the Atlantic Coast. Here are also located the largest dry docks in the United States.

Visitors will reach the Navy Yard from Norfolk by the ferry to Portsmouth and thence by trolley to the Yard gate.



U. S. NAVAL HOSPITAL, PORTSMOUTH

The chief feature of Portsmouth is the United States Navy Yard, situated in the southern part of the City. It covers 213 acres, and in connection with it are three large dry docks, a plant for the construction of steel vessels, a naval magazine, and the United States Naval Training Station. The United States Naval Hospital and Park are also interesting. Before the Revolutionary War, the British operated a shipyard

This yard was operated by the British prior to the Revolution and was established by the United States government on January 25, 1800.

It was destroyed in 1861 in order to keep it from falling into the hands of the Confederate Government. It was immediately reopened, however, and the *Merrimac* was raised and reconstructed as the *Virginia*. The first ship of our modern navy, the old *Texas*, was launched from this yard in 1892.

The Navy Yard employs several thousand men and is the chief industry of Portsmouth.

U. S. NAVAL HOSPITAL. The most important Naval health center in the United States. A beautiful spot; devoted to the treatment of wounded sailors and marines. This was the location of Fort Nelson of 1812 fame.

TRINITY CHURCH. No visitor should neglect Trinity Church, Court and High Streets. The modest building is the oldest in Portsmouth and stands upon the site selected and given by Col. Wm. Crawford when the town was laid off. Within, the church is very attractive and resembles an ancient English parish church. The windows are very fine and the mural tablets are interesting. The church was erected 1762, enlarged 1829 and done over 1893. The quiet churchyard with its old tombstones is also interesting. Note stone to Rev. Benj. Grigsby, Father of Presbyterianism in Norfolk. Hugh Blair Grigsby was his son. He died at his post during a yellow fever epidemic.

CONFEDERATE MONUMENT. An attractive monument to the Lost Cause stands at the corner of High and Court Streets. A massive granite shaft is surrounded with four figures, typical Confederate soldiers life size, in the uniforms of the infantry, cavalry, artillery and navy, respectively.



NORFOLK BUSINESS STREET



OCEAN VIEW IS VIRGINIA'S MOST POPULAR RESORT

OCEAN VIEW

OCEAN VIEW, one of the most popular seaside resorts south of Atlantic City, is only eight miles from the center of Norfolk and is within the city limits. A beautiful, wide boulevard connects Ocean View with the city and trolleys run at frequent intervals.

Ocean View is noted for the safety of its surf bathing. The beach is a wide stretch of clean white sand which slopes off into the water gradually and there are no cross currents or tide-washed channels. Over ten thousand bathers can be cared for easily at one time in the spacious bath houses there.

No fishing grounds on the coast are more noted or more prolific than those off Ocean View. These famous grounds are just off the shore from the hotel so that the sportsman's hook can be overboard in ten minutes after he starts. A boat house equipped with every modern appliance for the outfitting and comfort of fishing parties,—sturdy boats and experienced colored boatmen and attendants,—is part of the Ocean View plant. In two hours two men have been known to catch five hundred fish on the Ocean View grounds. Spot, hogfish, trout, perch, chub, flounder and many other varieties abound.

The shore dinners at Ocean View have become known all over the country and to get "Ocean View Spots," cooked at Ocean View is something for which every epicure longs.

Ocean View has many hotels, cottages, lodges, boarding houses, a casino with large ball room, restaurants, amusements theatre and the many things that make a popular seaside resort. Along the beach there are cottages, from the little rough-boarded camp to the splendid summer home, which stretch for miles both east and west of the amusement park and furnish a nucleus for social activities at the resort.

The resort was once a place that could be reached only by a drive through farmlands from Norfolk. Then came a little steam line, and later two electric trolley lines. During this time the city has grown northward from the Elizabeth river toward Chesapeake Bay until

now Ocean View has been swallowed within the city limits. This accessibility has added much to the attractiveness of the resort for visitors.



ON THE BEACH AT OCEAN VIEW

WILLOUGHBY BEACH, an ideal summer colony, is just beyond Ocean View. It is between two bodies of water and just across the bay from Old Point Comfort. There is excellent bathing, boating and fishing and the many cottages and club houses make up a seaside community which is delightful. Cottages may be leased for the season. It is connected with Ocean View by trolley service and by a concrete highway. The Norfolk Tourist Camp is on the beach between Ocean View and Willoughby Beach.



A MORNING'S CATCH



THE SEVENTH HOLE AT THE PRINCESS ANNE GOLF AND COUNTRY CLUB

VIRGINIA BEACH

VIRGINIA BEACH, twenty miles east of Norfolk, is reached by a splendid concrete boulevard. Busses also connect Virginia Beach with Norfolk and extend a direct service to Williamsburg, Yorktown and Jamestown. The Norfolk Southern Railway runs fast electric trains from the Union Station on East Main Street in Norfolk to Virginia Beach and Cape Henry at frequent intervals.

Virginia Beach is one of the most important all-year resorts on the Atlantic coast. There are several hotels and large cottages which cater to the tourist throughout the year. The resort is noted for its surf bathing, which is said by many to be the most delightful on the Atlantic coast. The temperature is so equable that there are but few weeks in the year in which it may not be enjoyed.

The country about Virginia Beach is very beautiful. A little way back of the beach are pine forests, through which there are beautiful trails. A little further back are the picturesque Linkhorn and Broad bays, and a little to the west the Lynnhaven bay, the home of the famous Lynnhaven oyster. These bays have an unusual attraction for the fisherman, as trout, rock, the far-famed spot, perch, sea bass, bluefish and countless other varieties are here in quantities to delight the heart of the rod and reel enthusiasts.

The Princess Anne Country Club at Virginia Beach boasts of one of the most celebrated eighteen-hole golf courses in the country. It is sporty from the first tee to the last green, is kept in the most perfect condition and is

noted among golfers everywhere for its attractive playing qualities. The climate permits the use of the course every month in the year and a multitude of golfers from the North stop on their way to Florida in the winter to enjoy the golf this course affords.

The Casino building is one of the largest amusement places in the South. It faces directly on the ocean with a wide lawn between it and the thousand foot walkway above the beach, which runs back two blocks. Its bath house accommodates a thousand people and its café, ball room and many amusements furnish attractions that draw large crowds during the summer season.

All the hotels and cottages maintain modern bath houses. In addition to the bathing, fishing, golfing, there are always good saddle horses to be had and there are splendid tennis courts at the Princess Anne Country club.

Much fishing is done at Virginia Beach and the yield of its nets does much to supply the northern and eastern markets.



LAKE HOLLEY, VIRGINIA BEACH



PRINCESS ANNE COUNTRY CLUB, VIRGINIA BEACH



PICTURESQUE SAND DUNES NEAR CAPE HENRY

CAPE HENRY

CAPE HENRY, five miles north of Virginia Beach, is connected with it by a new concrete highway which runs along the coast a little distance back from the beach. A good gravel road connects from Cape Henry back to the Virginia Beach Boulevard at a point several miles from Virginia Beach, making an attractive drive. It is also connected with Norfolk and Virginia Beach by an electric line operated by the Norfolk Southern Railway.

It was at Cape Henry on April 26, 1607, that Captain John Smith and his intrepid band of colonists first touched American soil. The famous old light-house, built of bricks brought from England, was completed in 1691. It is erected on the exact place where the colonists set up a cross, prior to observing suitable religious ceremonies, upon their arrival. It bears a tablet commemorating the event; and, although it was in use for about 200 years when it was superseded by a new structure, it is in a fine state of preservation.

The fame of Cape Henry does not, however, depend upon its historic past. It is unusually attractive as a resort; and, in addition to several inns, it is being built up very rapidly with attractive cottages. The surf bathing is one of the chief attractions for visitors.



ALONG THE BEACH NEAR CAPE HENRY

Every variety of sea food is found here and the famous Lynnhaven Oyster Roasts and sea food dinners served at the Casino are always a delight to visitors.

The majestic sand dunes of Cape Henry, changing their form and often their location from year to year, constitute a beauty that professional and amateur photographers love to reproduce.

One of the interesting sights at Cape Henry is Fort Story, which has been built by the United States government at great expense. The fortifications exceed in magnitude any on the Atlantic Coast with the exception of those at the Panama Canal. The wireless station and Weather Bureau located here will also command the attention of visitors.

OTHER RESORTS

OCEAN PARK, an attractive amusement park 11 miles from Norfolk, is reached by automobilists over hard-surfaced road. Electric cars from the Union Station run on convenient schedules.

All kinds of amusements are provided. There is a dance hall with orchestra, a new hotel for permanent or transient guests, large pavillions and ample facilities for boating and fishing parties. There are well appointed



BATHING GIRLS AT ONE OF NORFOLK'S POPULAR BEACHES

bath houses and salt-water bathing and diving. Lynnhaven Inlet, located adjacent to Ocean Park and five miles from Cape Henry, is noted for its excellent fishing grounds.

CHESAPEAKE BEACH is a newly developed resort with splendid possibilities. It is reached by automobile road or by electric trains from Union Station to Ocean Park and bus service from there. The club house of the Masonic Fraternity of Norfolk is there. There are ample accommodations for picnic or bathing parties.

LAKE SMITH, reached by automobile road or electric trains from Union Station, permits the finest fresh water fishing in Tidewater Virginia. Lines and bait may be had at the lake.

Y. W. C. A. CAMP OWAISA, the summer camp for girls and young women, is located on the Chesapeake Bay near Chesapeake Beach. Every summer hundreds of girls enjoy bathing, fishing, boating and many healthful outdoor sports at this attractive camp.



EASTERN SHORE CHAPEL BUILT 1754

OLD DONATION CHURCH, Princess Anne County, about four miles from Kempsville. It was built on the present site about 1694 and is so-called in memory of Rev. Robert Dixon, one of its pastors, because of his donation of a farm to be used for the education of eight orphan children in the district. Prior to the Revolution, the church was called Lynnhaven Parish church and for some time after the war was known by the simple appellation of Old Brick church. It was completely restored in 1852, after a period of neglect. Many relics, including an old font, are there and the churchyard is an interesting place. The old church is still in use.

"WITCH DUCK," a point of land on Lynnhaven river in Princess Anne county. In 1706, Grace Sherwood, of Princess Anne county, was arrested on a charge of being a witch because of a complaint made by Luke Hill and his wife, neighbors. By a decision of the court, it was required that she should be "searched" by a jury of women, who reported that she was "neither like them nor any other woman they knew of." She was then, by her own consent, put to the test by a good "ducking" in an inlet making up from Lynnhaven. This is, of course, the place known as "Witch Duck." After the ducking, she was confined to the county jail for trial. What final disposition was made of her case is not known; but it is certain that, although she was tormented by a tedious course of law, she lived a good many years. Her will is dated 1733 and recorded in 1740, in which year she is thought to have died. The common tradition is that Grace Sherwood brought rosemary across the sea in an egg shell to Princess Anne, where the fragrant shrub still abounds.

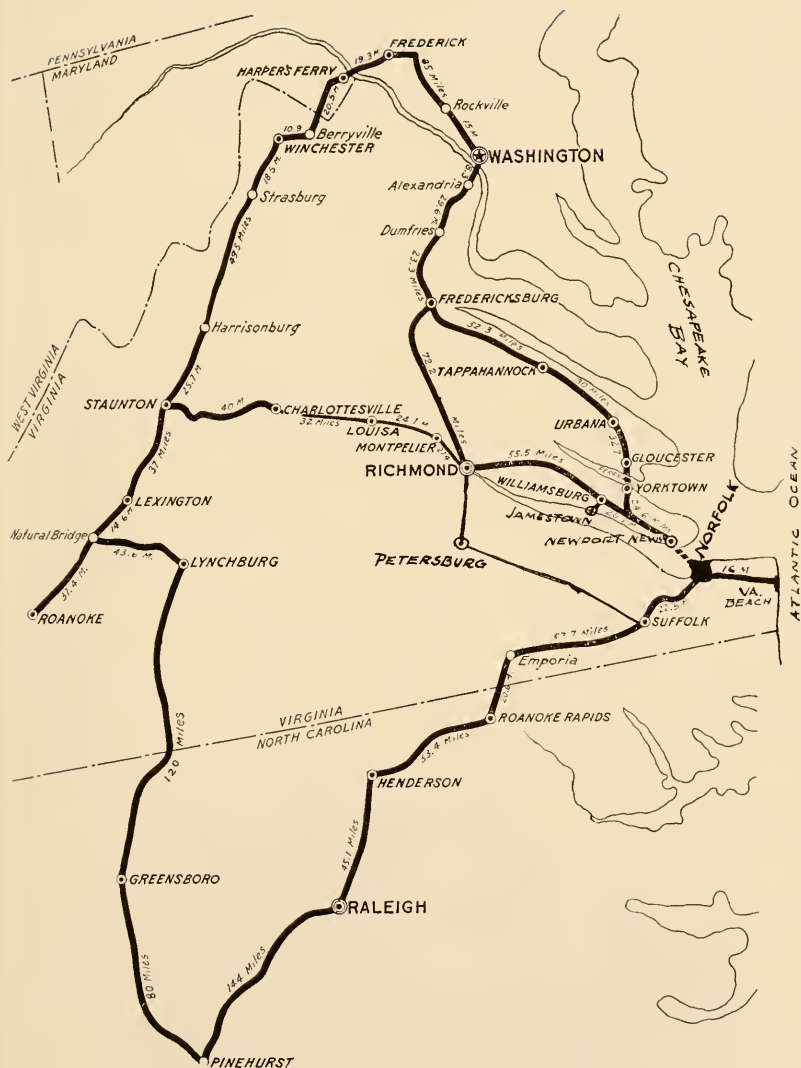
ADAM THOROGOOD HOME, on Lynnhaven River, near Lynnhaven, was built in 1640 or possibly in 1636. It is claimed to be the oldest brick residence in Virginia. The house is in a splendid state of preservation and is one of the chief places of interest in Princess Anne County. Adam Thorogood was one of the most prominent, if not the most prominent, settlers of this county. He came over from England in 1621 and later became Justice of the Court and a member of the Governor's council.

PRINCESS ANNE COURT HOUSE. In this old court house are contained records which are said to be the oldest in North America. Of much interest are the records of the trial of Grace Sherwood for witchcraft, contained here.

GREAT BRIDGE. At this point was fought the first battle of the Revolutionary War in Virginia. A monument—an obelisk—commemorates this bit of history. Located near Butt's Station on the Norfolk-Southern Railroad and on the Albemarle & Chesapeake Canal, eight miles from Norfolk; may also be reached by automobile road.

LYNNHAVEN. The town of Lynnhaven, near the mouth of the Lynnhaven River, was the first English settlement in Princess Anne county. It was here, that Adam Thorogood settled in 1621. It was in or near this town that the first court for Lower Norfolk County was held in 1637; here Mrs. Sarah Gookin kept a tavern, in which Mr. Peregrin Bland, "fed heartily and passed away the time healthfully and cheerfully, with many discourses, and drank a dram and a cup of sack," then departing for his home on the Eastern Branch, was later found dead in a field. In 1695, Argall Thorogood laid off in two acre lots on the Southern shore of the Lynnhaven River, sixty acres of land. In 1665, at this town of Lynnhaven, was established on the land of Wm. Johnson, a market place, two miles long, North and South, in which markets were to be held two days in each week. Here as late as 1735, the English had a surveyor of the customs.

This town with its church, court, market days, the arrival and departure of ships, the landing of immigrants, and all that goes to make up life, was then the business and social center of the county, and it would be interesting, if the limits of this article permitted, to go into detail as to the manners and customs of the times. Then, as now, population shifts the places that once were of great promise begin to decline, and so it was with Lynnhaven. In 1697 the town of New Town, on the Eastern Branch was established by law, and fifty acres of land were laid off into two-acre lots. In 1751 the Court House stocks and pillory were removed to New Town and there remained until 1778. James Nimmo taught school here in 1732—he was the Church Clerk and a Vestryman for a long period, and the King's Attorney from 1732 to 1752; twenty years in public office; many public office holders, no doubt, wish that history in this respect, would repeat itself. New Town was a port of entry and had its English garrison.



PRINCIPAL AUTOMOBILE HIGHWAY LEADING
TO AND FROM NORFOLK

DISMAL SWAMP

DISMAL SWAMP AND LAKE DRUMMOND, may be reached from Norfolk by small power boats. Several roads leading into North Carolina from this section touch the edge of the swamp, while the road from Deep Creek (a short distance from Portsmouth) to South Mills, N. C., runs along the Dismal Swamp Canal.

The Dismal Swamp is one of the great natural wonders of America. It is hundreds of square miles in extent and contains in its center Lake Drummond, a beautiful body of fresh water, nearly circular in form and over fifteen miles in circumference.

The swamp extends from the southern part of the State into North Carolina. Its soil is a thick, black mire with a dense forest growth interwoven with vines, mosses and shrubs. During the spring and early summer the roads and paths skirting the swamp are fragrant with swamp laurel and jasmine which grow in great profusion through the swamp.

Before the Civil War, it was the retreat of fugitive slaves and convicts. Reports are to the effect that some years ago human beings, unkempt and savage, were seen at times on the outskirts of the swamp. These were thought to be the descendants of those who sought shelter there years before. It is still the hiding place of many beasts of prey, and is one of the great game preserves of the country.

Recent experiments show that the soil of the swamp is very fertile and is easily reclaimed. There is almost total exemption of malaria there and the water of the swamp although amber colored from the character of the vegetation that abounds, is absolutely pure and wholesome and is so noted for its long keeping qualities that it is used on vessels taking long voyages. The water of Lake Drummond is so highly thought of that those whose health is impaired frequently go there to drink it and take it home with them in



CYPRESS STUMPS, LAKE DRUMMOND

casks. Scientists find great interest in the lake because of the fact (which has never been explained) that its waters are higher in the center than on the edges.

Lake Drummond or "The Lake of the Dismal Swamp," has been immortalized by Thomas Moore, the great Irish poet, and our own Longfellow. After his visit there in 1805, Moore wrote, while in Norfolk, the following well known ballad on a legendary love affair connected with it:

THE LAKE OF THE DISMAL SWAMP

"They made her a grave, too cold and damp
For a soul so warm and true;
And she's gone to the lake of the Dismal Swamp,
Where all night long, by a fire-fly lamp,
She paddles her white canoe.

"And her fire-fly lamp I soon shall see,
And her paddle I soon shall hear;
Long and loving our life shall be,
And I'll hide the maid in a cypress tree,
When the footstep of death is near!

"Away to the Dismal Swamp he speeds;
His path was rugged and sore,
Through tangled juniper, beds of reeds,
Through many a fen, where the serpent feeds,
And man never trod before!

"And when on the earth he sank to sleep,
If slumber his eyelids knew,
He lay where the deadly vine doth weep
Its venomous tear, and nightly steep
The flesh with blistering dew!

"And near him the she-wolf stirred the brake,
And the copper-snape breathed in his ear,
Till he starting cried, from his dream awake,
'Oh! when shall I see the dusky lake,
And the white canoe of my dear?'

"He saw the lake, and a meteor bright,
Quick over its surface play—
'Welcome!' he said; 'my dear one's light!'
And the dim shore echoed for many a night,
The name of the death-cold maid!

"Till he hollowed a boat of the birchen bark,
Which carried him off from shore;
Far he followed the meteor spark;
The wind was high and the clouds were dark,
And the boat returned no more.

"But oft through the Indian hunter's camp,
This lover and maid so true,
Are seen at the hour of midnight damp,
To cross the lake by a fire-fly lamp,
And paddle their white canoe."



ONE OF THE MOST BEAUTIFUL LAKES NEAR SUFFOLK

SUFFOLK

SUFFOLK, a beautiful and thriving city with a population of 17,400, is situated on the Nansemond River, twenty miles from Norfolk. Motorists cross the ferry from Norfolk to Portsmouth and travel to Suffolk on a splendid concrete highway. Busses leave Norfolk every forty-five minutes for the city and it is also reached by railroad lines.

SUFFOLK has the reputation of being one of the most progressive and hustling cities in the State, and it is nationally known as the "World's Largest Peanut Market." It has six railroads, radiating in all directions, and deep water to the sea. Forty-two passenger trains enter and leave it every twenty-four hours.

Besides its extensive peanut business, which amounts to \$25,000,000.00 per year in sales, it has approximately 100 other industries of various kinds. It is also a center for extensive agricultural, fish, oyster and pork businesses.

Suffolk is famous for its hospitality, and for the graciousness of its welcome to the stranger within its gates. It has good hotels, two parks, three theatres, a country club with tennis courts and a nine-hole golf course, twenty churches, splendid schools, beautiful homes, paved streets bordered with stately shade trees, a lovely lake that supplies the city with water and which has a park surrounding it in which the tourist is invited to camp, and many places of interest for the traveller.

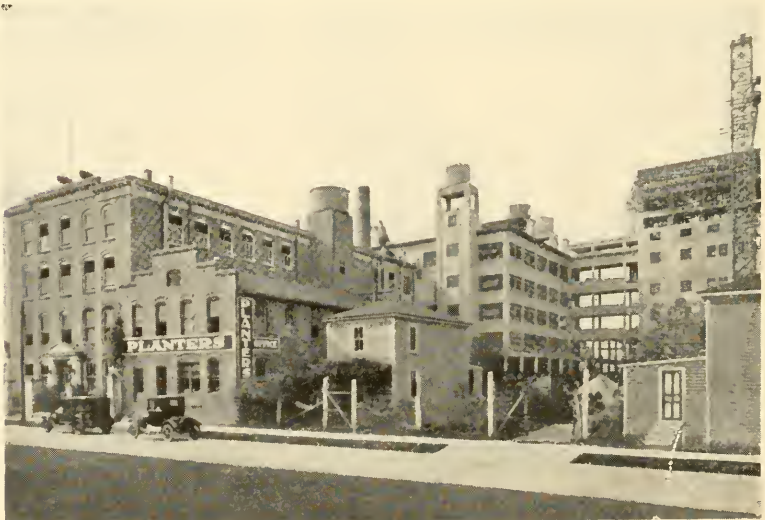
The streams, fields and woods surrounding Suffolk abound with fish and game, and many sportsmen from other states flock to them.

Suffolk and Nansemond County are rich in historic interest. Nansemond County is first mentioned in Smith's History. In the summer of 1608, John Smith, with a dozen companions, came up the Nansemond River, which gets



RETAIL DISTRICT OF SUFFOLK, VA.

its name from a tribe of Indians living in the community, and which in the Indian language means "Fishing Point." He was attacked by 300 warriors, who surrendered after the first volley of musketry was fired and purchased peace by turning over 400 bushels of corn to the colonists. This happened at a place called Dumpling Island, about nine miles from Suffolk.



VIEW OF THE PLANTERS NUT AND CHOCOLATE CO.. SUFFOLK, VA.



LAUREL CLIFF COUNTRY CLUB AT SUFFOLK

When starvation threatened the colonists at Jamestown in 1609, Captain Smith ordered Captain John Martin with over a hundred men to proceed up the Nansemond River and found a permanent settlement on its banks. They were forced to abandon the settlement, however, after a successful attack by the Indians.

The early attempts at forming colonies along the Nansemond were all unsuccessful because of the power of the Indians there until 1644, when their hold on the land was somewhat broken. In 1646, the Nansemond tribe was completely subdued, and in 1649, there were only 45 warriors left in the tribe. In 1744, it was so small in numbers that it united with the Nottoway tribe.

In May, 1742, the Legislature passed an act "To Establish a Town at Constance Warehouse to be called Suffolk." In 1808, the town was more formally incorporated by the General Assembly. For years prior to 1742, Suffolk was known as Constance's Warehouse.

The city was destroyed by the British in 1779, after a stubborn resistance by the townpeople. The plan for burning Suffolk was projected by Sir Henry Clinton, and carried out by troops under General Matthews.

During the Civil War it was the center of constant operations because it was not only the outpost of Portsmouth, but the key to the James River, to Petersburg and Richmond and to the regions bordering on the Nansemond River and the Dismal Swamp.

In 1763 George Washington visited the Colony and explored the Dismal Swamp. Later he was a stockholder in the Dismal Swamp Land Company. He surveyed what is popularly known as the "Washington Ditch," a narrow five-mile-long canal which leads through the Dismal Swamp to beautiful Lake Drummond in the heart of the Swamp. This Ditch lies five miles from Suffolk.

Suffolk maintains an Information Bureau for Tourists in its flourishing Chamber of Commerce, and it also has a Rotary Club, a Lions Club, a Woman's Club, a Business and Professional Women's Club, a Library Association, and lodges of all the secret fraternal organizations.

FRANKLIN, 22 miles from Suffolk, is located on the west bank of the Blackwater River. It is a thriving community of more than 3,000 people, which is the center of a large lumber industry. Peanut cleaning is also a leading business. A steamship line operates from here to Edenton and other North Carolina points; and a district bond issue of a quarter of a million dollars is being used in building an 18-foot concrete highway south to Carolina. Franklin has many beautiful homes and is a picturesque town.

COURTLAND, 31 miles from Suffolk along the concrete highway. Courtland is noted as the home of General William Mahone, the Confederate general who was the hero of the battle of the Crater. His home is on the highway in Courtland and is just across from the Southampton County courthouse. General George H. Thomas, "the Rock of Chickamauga" to the Union, also lived in Southampton County.

As the motorist proceeds along this road to Petersburg, on the outskirts of that city is the site of the Battle of the Crater, one of the bloodiest engagements in the War Between the States. Practically the same formation and condition as the Crater formed in the war still remains and the battleground is of much interest as this crater marked the first use of mines in civilized warfare.



IN THE FIELDS



ST. LUKE'S CHURCH NEAR SMITHFIELD

SMITHFIELD

SMITHFIELD, on the Pagan River, is reached from Norfolk by steamer, bus or by good automobile highway by way of Portsmouth and Suffolk. Steamers of the Smithfield Line leave Old Bay Line wharf in Norfolk at 3:15 P. M. on week days and arrive in Smithfield at 6:45 P. M. Busses leave Commercial Place in Norfolk for Suffolk and there a bus line from Suffolk to Smithfield.

SMITHFIELD, an enterprising and picturesque town in Isle of Wight County, commands a splendid view of both land and water scenery. It enjoys a world-wide fame as the original home of the Smithfield ham and is the center of a rich agricultural and peanut and cotton growing section. The town has the air of the South of old days and its homes are spacious and dignified. There are many buildings in Smithfield of considerable antiquity, but the town's chief historic associations center about old St. Luke's church.

ST. LUKE'S CHURCH, five miles from Smithfield on the road from Suffolk, was built in 1632, and is said to be the oldest building of English construction in America. For more than two hundred years it was used as a place of worship, but was abandoned in 1836. From that year until 1887, it was allowed to fall into decay, and much of its interior was carried away by relic seekers. In 1887, however, the work of restoration was begun and it was rebuilt as nearly as possible to its original condition. Much of the old material was used and two thousand bricks from an ancient church some



ALONG NEW HIGHWAY FROM NORFOLK TO RICHMOND

miles further up the James River were incorporated in it. It was re-dedicated in 1894, the dedicatory sermon being preached by Bishop Beverly D. Tucker.

The church has many memorial windows. Among them are those to Pocahontas, Washington, Lee, Madison, Blair, Raleigh, John Smith and John Rolfe. The two later were given by the Association for the Preservation of Virginia Antiquities. In graves in an aisle of the church are the bodies of General Joseph Bridger, the architect who designed it in 1632, and Ann Randall, which were removed from White Marsh farm and placed in the church in 1894.

St. Luke's church is known in Smithfield and about that section simply as "Old Brick Church."

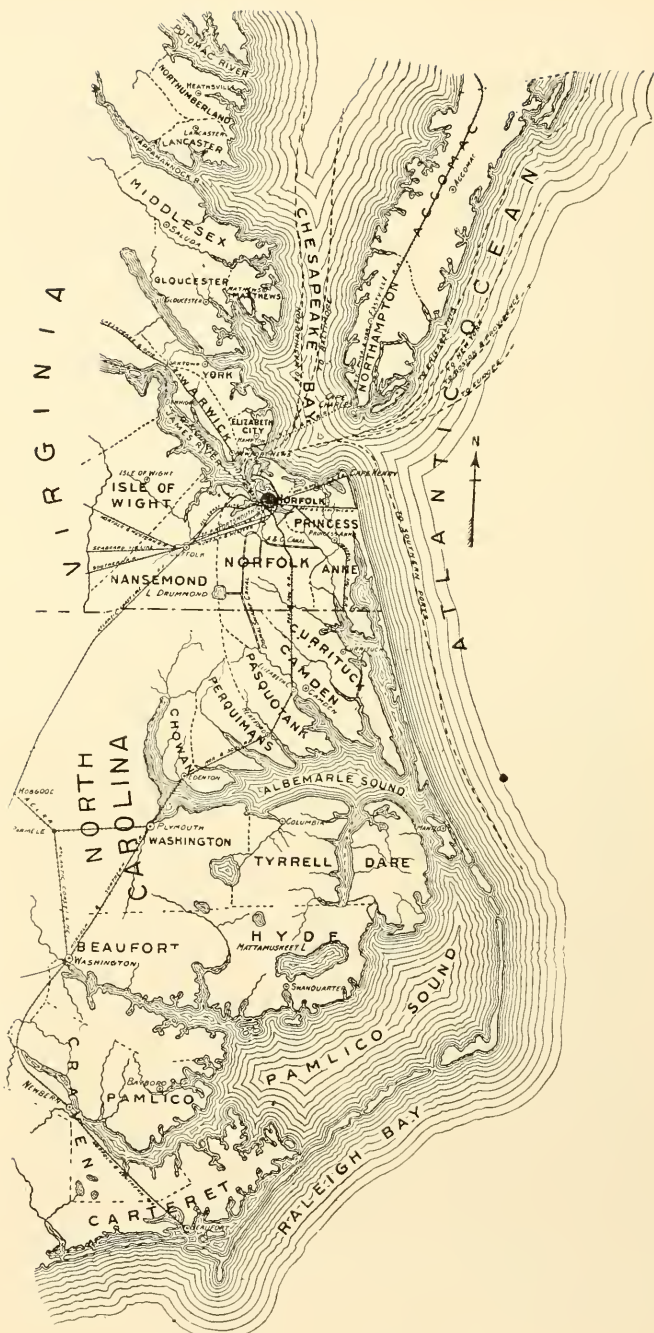
BACON'S CASTLE lies to the right and somewhat withdrawn from the road as the tourist proceeds from Smithfield to Surry. It is a splendidly preserved and still inhabited Colonial mansion which is generally supposed to have been the rendezvous of the famous rebel whose name it bears.



"CARTER'S GROVE" ON THE JAMES RIVER



GRANBY STREET, NORFOLK



EASTERN VIRGINIA AND NORTH CAROLINA

NEWPORT NEWS

NEWPORT NEWS, on Hampton Roads, just across the harbor from Norfolk is reached from there by automobile ferry from Pine Beach to Little Boat Harbor, thence by a good boulevard to the city proper; or by the Chesapeake and Ohio steamers, "Virginia" and "Hampton Roads," which dock in the downtown section of the city. Newport News is connected with Yorktown, Williamsburg, Jamestown, Hampton and Old Point Comfort by good concrete boulevards and with Richmond and Washington by splendid highways.

HISTORICAL SKETCH

Newport News, although a modern city, is one of the oldest landmarks in American history. The name dates back almost to the foundation of the first English speaking colony at Jamestown in 1607. The city is beautifully situated at the tip of the Virginia Peninsula, commanding a splendid view of Hampton Roads and the Chesapeake Bay.

Within a radius of thirty miles of Newport News, the tourist will find more of real historic interest than in any territory of like extent in the United States. About seven miles from the city lies Fort Monroe, famous in the War of 1812 and again in the War Between the States. Both within and nearby this historic fortress, the visitor to this section will find many interesting places.

The beautiful town of Hampton, one of the oldest English settlements in the country, with its many historic landmarks, is only five miles from New-



CASINO PARK—"Close where the James goes rolling by, down in Virginia."



VICTORY ARCH, MEMORIAL TO WORLD WAR HEROES

port News. This community, however, has much of interest in addition to that of an historic nature. Just north of Hampton is Langley Field, one of the great flying schools of the country. Hampton Normal Institute, with its extensive grounds and many buildings, is one of the largest institutions of learning for colored and Indian students in the entire United States. Nine miles from Hampton is Big Bethel battlefield, which is the place of the first contact between the Federal and Confederate forces in the War Between the States. There is a splendid golf club at Hampton and this section boasts several fine bathing beaches.

Yorktown, where Lord Cornwallis surrendered to George Washington, thus bringing about the independence of the American Colonies, is only twenty-four miles from Newport News and is connected by a beautiful concrete highway.



NEWPORT NEWS CUSTOMS HOUSE AND POST OFFICE

Jamestown Island, where the first English settlement was made, is thirty-two miles up the James River from Newport News. Williamsburg, the site of Virginia's first capitol and where the fine old college of William and Mary is located, is on the way from Newport News to Jamestown.

Newport News was founded by the late Collis P. Huntington, who also organized the Old Dominion Land Company and the Newport News Shipbuilding and Dry Dock Company, one of the largest shipbuilding plants in the world. The Chesapeake & Ohio Railway has its deep water terminal at Newport News, and this is the largest single railway terminal in the world. The C. & O. has a number of large piers directly on deep water. On account of the wonderful harbor this is a great export town and it is the port designated by the British and French governments to ship horses and mules and supplies during the war.

These are only a few of the many attractions this beautiful section holds for the visitor. There are numerous ruins of old battlefields and fortifications, many historic homes along the James River; and, in the waters between Newport News and Old Point Comfort in Hampton Roads, the battle of the *Merrimac* and *Monitor* took place.



LANDING WORLD WAR TROOPS AT NEWPORT NEWS

FACTS ABOUT NEWPORT NEWS

There are 49 miles of improved streets in Newport News, 29 of which are paved. Newport News has 55 miles of sewers.

If one walks the paved sidewalks of Newport News he will cover a distance of 75 miles. Area of Newport News is 4.31 square miles, or 2,758 acres. In the immediate suburbs are 15,000 people, connected by streets and roads, who are really a part of the city.

The shore line of Newport News is 5 miles.

As the aeroplane flies, it is 6.8 miles from Newport News to Old Point, visible to the eye on almost any day.

There are four public parks in the city with a total area of 122 acres.

The Fire Department of Newport News is completely motorized. There are four fire stations so located as to give the best protection to property.

Newport News has a death rate of only 10.07 per 1000.

Newport News has a modern public library.

Nationally advertised wearing apparel is made in Newport News plants and enjoys as wide a sale in California as in Virginia.

The deposit of clays near Newport News offers a magnificent field to the manufacturer of brick and similar products.

Newport News is one of the greatest coal export ports in the United States.

Newport News climate prevents shut-down in the factories on account of excessively hot or cold weather; workers live under perfect conditions for health.

Within the market area of Newport News and the Lower Peninsula are fifty million people.

More than 98 per cent of the citizens of Newport News and territory are American born.

Newport News and the entire Lower Peninsula enjoy nature's purest water. The average daily consumption is 5,000,000 gallons.

The city has two white, and one colored, hospitals.

The public schools of Newport News have an enrollment of over 6,000 pupils. A new high school has recently been constructed at a cost of \$450,000.

There are a total of 55 churches in Newport News with memberships which total 18,000.

CITY OF NEWPORT NEWS. — Newport News was incorporated in 1895 and to-day has a population of more than 38,000. Although it is a hustling, industrial community, the visitor will at once feel the spirit of real Virginia hospitality.

Its delightful climate the year around, good hotels, and nearness to the large centers of population in the east have made it popular as a resort city. Many tourists motoring from the North to the South spend some time here to enjoy this section's climate and places of interest. Newport News is less than two hours from Richmond. One can eat supper in Newport News and arrive in Washington, Baltimore, Philadelphia or New York for an early breakfast.

Newport News has many social, civic and fraternal organizations. The Masonic Temple is one of the finest buildings of its character in Virginia. The Chamber of Commerce is most active in civic affairs and maintains offices and assembly rooms at 2813 Washington avenue. The Rotary and Kiwanis clubs have large memberships. Other organizations of note are Y. M. C. A., Y. W. C. A., Y. M. H. A., Woman's Club, Business and Professional Women's Club, Hampton Roads Golf Club.



MASONIC TEMPLE AT NEWPORT NEWS



NEW HIGH SCHOOL BUILDING



VIEW OF NEWPORT NEWS SHIPBUILDING AND DRYDOCK COMPANY'S PLANT

TOURIST CAMP.—The Newport News Tourist Camp, situated as it is, on the shores of the James River overlooking Hampton Roads, is one of the most beautifully located camps in the country. The Tourists' Camp is under the city police supervision, has modern sanitary facilities, fresh water, electric lights, fuel for cooking, and a large club house with verandas overlooking Hampton Roads. The camp has every convenience necessary for the comfort and pleasure of the tourist. To watch a sunset on the James River from the camp is alone worth a trip to Newport News, as the view is one of rare beauty. The rate is 25 cents a day for each car.

NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY.—The plant of the Newport News Shipbuilding and Dry Dock Company is one of the largest shipbuilding plants in the world and ranks as Virginia's greatest industry. During the war 11,500 men were employed at the plant with a weekly payroll of around \$400,000. Many of the United States' finest battle cruisers, battleships and fastest destroyers were built here. So complete are its facilities that the United States Shipping Board awarded the contracts for reconditioning the *Leviathan* and the *Buchanan* to this plant.

This great company was organized by Collis P. Huntington, who also founded the city of Newport News. Engraved on a bronze tablet at the entrance of the yard are these words, which are the pledge of the plant's founder:

"We shall build good ships
At a profit if we can,
At a loss if we must,
But always good ships."



AERIAL VIEW OF LANGLEY FIELD

OTHER SHIPBUILDING PLANTS.—The Southern Shipyard Corporation which constructs and repairs ocean-going and coastwise vessels is another of Newport News' large industries.

The Warwick Machine Company is another plant of interest to visitors to this section. This plant is engaged very largely in marine business.

LANGLEY FIELD.—Langley Field, a short distance from Hampton and Newport News, is reached from either place by automobile or by trolley.

Langley Field is America's greatest flying school. Thousands of people visit this aviation station every year and are delighted to watch the spectacular flying which is going on almost constantly. Passengers are often taken up by instructors. It was at this field that Aviator Stinson broke a number of records in looping and daring flying.

Permanent construction was begun at this field in the fall of 1917 and the present magnificent buildings were completed in 1920. Langley Field is the home of the Air Service Technical School and also the school for Aerial Photography and is well garrisoned by both heavier and lighter-than-air tactical organizations. The facility with which these tactical units can operate from this base was thoroughly demonstrated in 1921 during the bombing maneuvers against the ex-German war craft, and if any doubt had existed as to the suitability of Langley Field as a logical air center for the Atlantic Seaboard, the success of these tests was sufficient to establish once and for all the necessity and desirability of making Langley Field the most powerful air center in the eastern part of the country.

HAMPTON

HAMPTON is located on the north of Hampton Roads at the mouth of the James River. It is sixteen miles north of Norfolk and is reached by motorists by taking the Pine Beach ferry to Newport News and driving to Hampton over a good concrete road. Fortress Monroe is two and a half miles southeast of Hampton. An electric trolley connects Newport News with these points.

HAMPTON, a beautiful little city, was settled some time before 1610 on the site of the Indian village, Kecoughtan, and was for many years known by that name. The village was visited by John Smith in 1607. It was attacked and destroyed by the British both during the Revolution and during the War of 1812. During the War Between the States the town was again burned, this time by the inhabitants themselves in August, 1861, in order to keep the houses from being occupied by Federal troops. The city is popular as a resort and has a good salt water bathing beach. It boasts the largest oyster industry in the world.

ST. JOHN'S CHURCH, built in 1727, is one of the objects of interest to tourists. It is the only building of Colonial Hampton now standing. The silver communion service still in use, is said to be the oldest in America, having been made in London in 1618. The church, which is for the parish of Elizabeth City county, is also said to be the most ancient church in continuous existence in this country. There is a memorial window to Pocahontas in the church, placed there by the Indian students at Hampton Institute.



ST. JOHN'S CHURCH, BUILT 1727



HAMPTON ROADS GOLF CLUB AT HAMPTON

HAMPTON NORMAL AND AGRICULTURAL INSTITUTE.—Hampton is perhaps most widely known as the seat of the Hampton Normal and Agricultural Institute. Hampton Institute is one of the pioneer schools for the education of negroes and Indians and is one of the most complete plants of its kind in America. It is situated on a beautiful plantation of 170 acres on the Hampton River. The property of the school includes 1,000 acres of land, 140 buildings, a library of over 37,000 volumes, a greenhouse and an agricultural station. More than 1,200 students graduate from here annually. The male students are under military discipline and are organized in battalions of six companies. The girls are instructed in domestic and farm occupations and the men in trades and handicrafts. The most noted graduate of the school was Booker T. Washington, the great leader of his race. The school is controlled by a private corporation and not operated by the State, as many suppose. Tuskegee, Calhoun and other industrial schools for negroes are outgrowths of Hampton. The Institute is a most interesting place to visit and the authorities are glad to furnish guests with guides, who may be obtained by applying at the Library.

NATIONAL CEMETERY.—Adjoining the grounds of the Institute is the National Cemetery which has approximately 14,000 graves, of which 4,000 were Confederates.



MOUNTAIN OF OYSTER SHELLS AT HAMPTON

OLD SOLDIERS' HOME.—The National Home for disabled volunteer soldiers of the Union Army is just beyond the cemetery. The grounds of the home are very beautiful and well kept and its location on the water makes it one of the most attractive places of its kind in the world. Between 3,500 and 5,000 veterans are cared for there. During the World War the Soldiers' Home was used by the War Department as a hospital for mental cases from overseas and many World War veterans are still cared for there. Quite a number who served in the Spanish-American War are there, although the home was built originally for Civil War veterans.

The main building, a long rectangular structure surmounted by a dome, was, in ante-bellum days, a fashionable school, known as the "Chesapeake Female School," and the daughters of many of the foremost Southern families of that day attended it.

Among other places of interest to tourists are the school for deaf and blind colored children, the Huntington Library and the Old Point Comfort College.



JEFFERSON DAVIS PRISON AT FORT MONROE

FORT MONROE

FORT MONROE is 2½ miles southeast of Hampton and about 12 miles from Newport News, the points being connected by a smooth highway and by trolley. A ferry runs from Willoughby Beach to Old Point. Motorists reach Old Point from Norfolk by going to Newport News by way of the Pine Beach ferry.

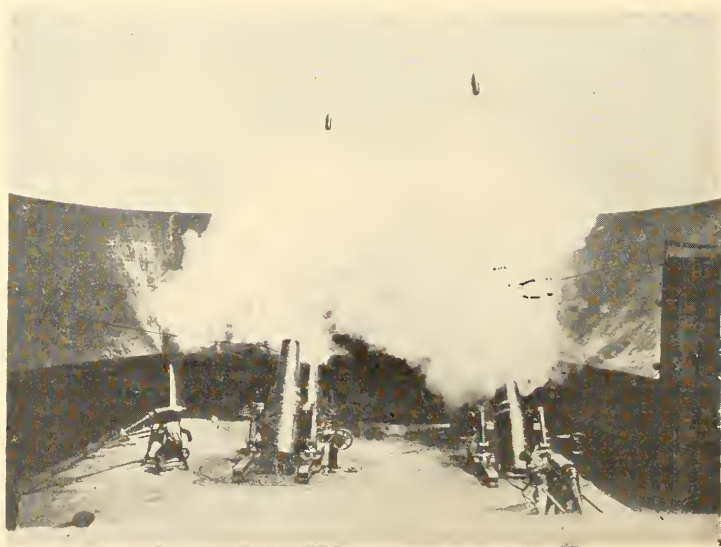
FORT MONROE, guarding the portals of the Chesapeake Bay at Old Point, is one of the largest and best known fortifications in America. It covers 80 acres of ground and has cost the government more than \$50,000,000, including buildings and equipment. It is garrisoned by the largest artillery force in the United States and there are daily drills to which visitors are admitted. This fortification was planned in the early part of the seventeenth century. The interior contains, among other things of interest, a museum of war trophies relics of the battle of Yorktown, and the casement where Jefferson Davis was confined as a prisoner during the Civil War.

Fort Monroe, named for President Monroe, was begun in 1821. The first garrison of regular troops arrived in 1823, and the centennial celebration of this event occurred in June, 1923.

During all of our wars Fort Monroe has played an historic part. The tourist who crosses the wide moat, which of old was closed by a draw-bridge and iron-bound doors, may well feel as he looks across the now quiet parade ground here, indeed, is one of America's most historic spots.



COAST DEFENSE GUNS AT FORT MONROE



COAST ARTILLERY IN ACTION, FORT MONROE

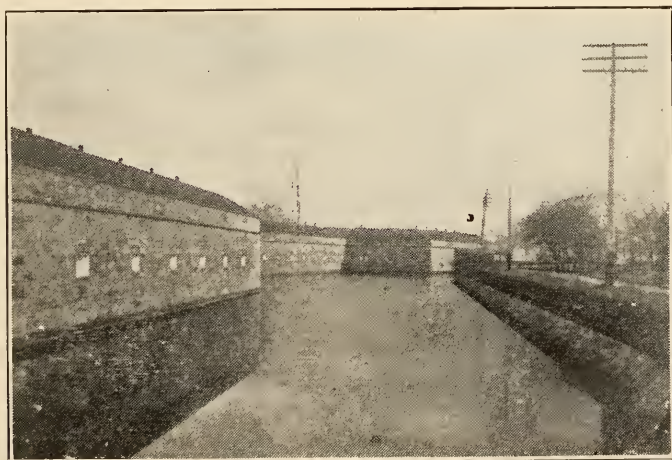
The fame of Fort Monroe rests not in its past. As the seat of the Coast Artillery School, one hundred years old in 1924, Fort Monroe is the center of instruction and professional development for the Coast Artillery branch of the Army, and consequently one of the most important military stations in the United States. Here at Fort Monroe the officers are trained in the big gun fighting methods which assure successful coast defense from Maine to Manila.

In the waters between Old Point and Newport News was fought the battle of those historic ironclads, the *Monitor* and *Merrimac*, which revolutionized naval warfare.

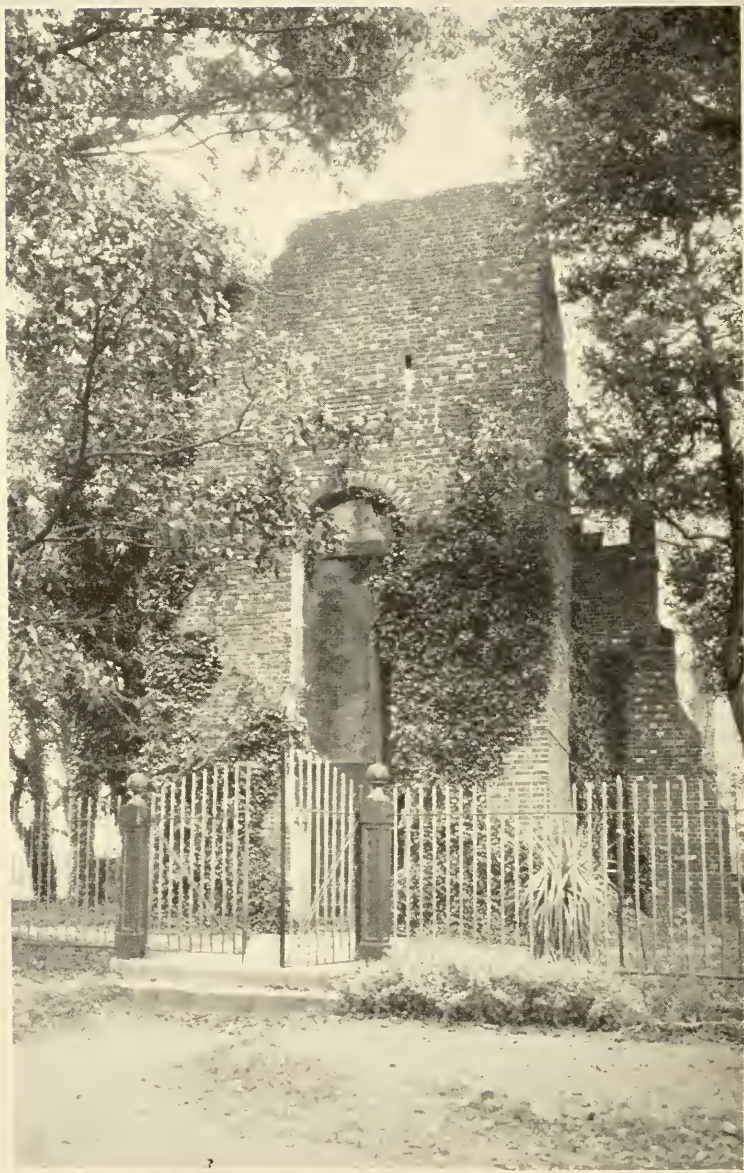
Fort Wool may be seen from the docks at Old Point, being located on an artificial island constructed in 1829 to supplement the defenses of the Fortress.

OLD POINT COMFORT was so named by Captain John Smith. For many years before the Hotel Chamberlin burned, it was one of the most famous resorts on the Atlantic coast. This renowned hotel commanded a magnificent view of Hampton Roads and entertained many distinguished Americans and foreigners.

Other points of interest on the Point are the church of "St. Mary's of the Sea" and the Army Y. M. C. A. building which was presented to the enlisted men of Fortress Monroe by Miss Helen Gould (now Mrs. Finley J. Shephard).



THE OLD MOAT AT FORT MONROE



RUINS OF CHURCH TOWER ON JAMESTOWN ISLAND

JAMESTOWN ISLAND

JAMESTOWN, on the James River, is seven miles from Williamsburg by motor. It is reached from Norfolk by way of Newport News and Williamsburg. Busses run daily from Norfolk and Virginia Beach to Jamestown. Grounds open daily except Sunday.

JAMESTOWN is the actual birthplace of America. The first permanent English settlement in America was made here on May 13, 1607. It is an island partly owned by the Association for the Preservation of Virginia Antiquities, this organization having been presented with twenty-two and a half acres of the land by Mr. and Mrs. Edward Barney. It was originally a peninsula extending into the James River about thirty-two miles from its mouth. At the time of the settlement the neck of the peninsula was overflowed at high tide, and it has since been washed away, making the site an island. The front also was gradually being eaten away until a substantial sea wall was built by the U. S. Government to prevent further encroachments of the river.

"At Jamestown," writes Dr. J. A. C. Chandler, president of William and Mary College, "the visitor learns a great lesson in patriotism as he views the old church tower, the monuments and the foundations of the first House of Burgesses. As one stands on Jamestown Island and thinks of the first settlement which was made, of the period of starvation that soon followed, marked by the terrible pestilence of fever, he can but be impressed with the indomitable courage of the founders of America in their struggle to plant upon American soil an English-speaking nation. One is also inspired with zeal for the American institutions of liberty and freedom, when he recalls that within twelve years after the founding of the colony there assembled at Jamestown the first Legislative Assembly, composed of twenty-two representatives, called upon American soil. And all these things took place before any other English-speaking colony had migrated to the forests of America."

At Jamestown the first jury-trial in America was held; the first wharf was built; the first negro slaves were brought in 1619; the first written constitution for regulating the internal affairs of an English colony was promulgated here in the same year, and sixteen years afterwards was founded the first free school ever established by English people in America. Here was raised the first tobacco in Virginia, by John Rolfe, who married the Indian Princess Pocahontas. It was tobacco in Virginia that later produced a wealth which eclipsed all dreams of the newcomers and enriched the merchants of Great Britain. Here at Jamestown the first iron works in America was established as was the first salt works; here the first peaches were grown; here in 1630 the first brick house in America was built and in the same year the first American state house was erected.

Jamestown was ill chosen as a site for the colonists and the early history of the colony is a pathetic tale of disease and disaster. In the starving time



MARRIAGE OF POCAHONTAS AT JAMESTOWN CHURCH

of 1609-10 only 60 of about 500 settlers survived. In 1622 an Indian massacre occurred for the first time in America. Three hundred and forty-seven were slain out of a population of 1,240. Another three hundred colonists were killed in a second Indian massacre in 1644.

Jamestown was burned in 1676 (September 19) by Bacon, "the Rebel," whose General Assembly, held there during his "rebellion," sowed the seed in its statutory enactments of those principles of liberty which blossomed into American independence a century later. In 1698 the State House was again destroyed by fire and in April 1699, Williamsburg, then Middle Plantation, was made the seat of government. After the removal of the capital, Jamestown was gradually abandoned as a town.

On July 6, 1781, a battle was fought between the forces of Lafayette and Cornwallis in the region between Jamestown and Green Spring. On the following day, Cornwallis with all his troops crossed the river at Jamestown. During the War Between the States, in 1861, the island was occupied by about 500 Confederate soldiers. An earth fort was constructed near the church.

On May 13, 1807, a celebration of the two hundredth anniversary was held on the island with 2,000 people present. The Jamestown Tercentenary Exposition was held in the spring of 1907 on the south shore of Hampton

Roads, (the present site of the Naval Operating Base), 40 miles below Jamestown Island, to commemorate the anniversary of the settlement at Jamestown.

JAMESTOWN ISLAND TO-DAY.—The Jamestown Island of to-day is a place of beauty embowered in trees and set with shrubbery along well-kept winding paths. It is adorned with statues and noble monuments and memorial objects. All that is now left of the settlement is the restored brick church, the successor of that which was fired by Bacon, and the recently uncovered foundations of the public and private buildings of that day, and a number of old tombstones. Tourists will be interested in the handsome monument given by the United States Government.

OLD JAMESTOWN CHURCH.—This restored Memorial Church was presented on May 11, 1907 to the Association for the Preservation of Virginia Antiquities by the National Society of the Colonial Dames of America. The old tower which was all that remained of the old church before its restoration, is eighteen feet square and originally about forty feet high. The walls vary from three feet to eighteen inches in thickness, and contain numerous joist and loop holes.

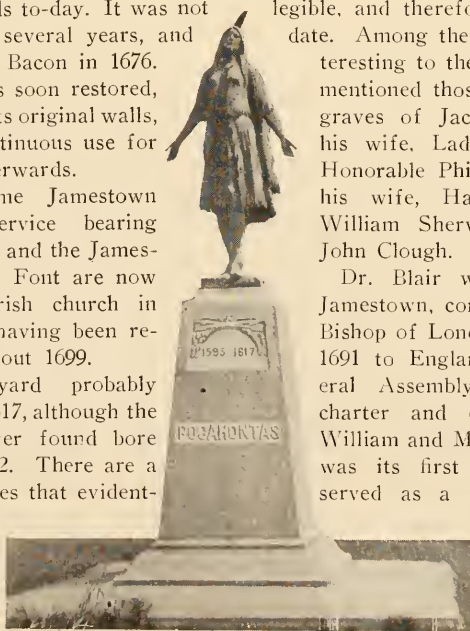
In 1639 work was begun on the brick church which was located where the old tower stands to-day. It was not completed for several years, and was burned by Bacon in 1676. The church was soon restored, supposedly on its original walls, and was in continuous use for many years afterwards.

The handsome Jamestown Communion service bearing the date of 1661 and the Jamestown Baptismal Font are now at Bruton Parish church in Williamsburg, having been removed there about 1699.

The churchyard probably dates back to 1617, although the oldest tomb ever found bore the date of 1682. There are a number of stones that evidently were placed prior to this, but the inscriptions are il-

legible, and therefore of uncertain date. Among the gravestones interesting to the tourist may be mentioned those that mark the graves of Jacobus Blair and his wife, Lady Sarah Blair; Honorable Philip Ludwell and his wife, Hannah Ludwell; William Sherwood and Rev. John Clough.

Dr. Blair was minister at Jamestown, commissary to the Bishop of London, was sent in 1691 to England by the General Assembly to secure a charter and endowment for William and Mary College and was its first president. He served as a member of the council and became rector of Bruton Parish in 1710.



POCAHONTAS STATUE AT JAMESTOWN



MEMORIAL GATES AT JAMESTOWN ISLAND

POCAHONTAS' STATUE.—This beautiful bronze statue of Pocahontas was presented by the National Pocahontas Association and was unveiled in 1922. The romantic story of the Indian princess, Pocahontas, daughter of Chief Powhatan, who saved the life of Captain John Smith, is known by every American school child. During the infancy of the Jamestown colony, Pocahontas was often the means of supplying the settlers with provisions and at one time saved the life of Capt. Henry Spellman as well as that of John Smith. In April 1613, she was captured and brought to Jamestown, where she was converted to Christianity and baptized under the name of Rebecca. Because she was a king's daughter she was entitled to be known as Lady Rebecca. Early in April of 1614 she was married to John Rolfe in the crude wooden church. The Indian bride was accompanied by her two brothers, and at the altar she was given away by her old uncle. After the marriage the couple lived at Rolfe's home, Varina, until 1616 when Pocahontas accompanied her husband to England.

In England great interest was taken in Pocahontas and she was presented to the court, accompanied by Lady Delaware, and met both King James and his wife, Queen Anne. There she also renewed her acquaintance with John Smith. On March 21, 1617, at Gravesend, England, Pocahontas died, a victim of galloping consumption. Her son, Thomas Rolfe, was left in England to be educated by an uncle in London, and afterwards returned to America. From him are descended some of the most worthy families of Virginia.

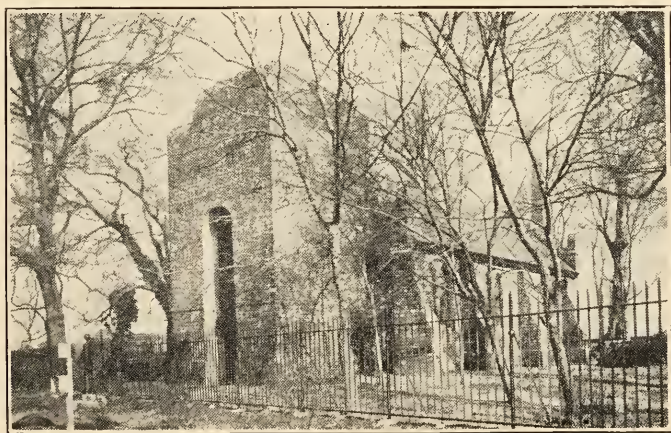
The peace which was established with the Indians at the time of the marriage of Pocahontas to John Rolfe prevailed until her death.

The beautiful bronze statue of John Smith, the hero of Jamestown, presented by Mr. and Mrs. Joseph Bryan, was unveiled in May 1909. So much has been told of John Smith in other parts of this book that it is unnecessary to tell here of his splendid achievements for the Jamestown colony.

In 1922 a bronze memorial was unveiled to Rev. Robert Hunt, believed to be the first minister of the Jamestown church. He is thought to have performed the marriage of John Laydon, a carpenter, and Anne Burras, the maid of Mrs. Forrest—which was the first English marriage in America. He certainly died before October 1609.

Numerous interesting relics have been discovered at Jamestown during recent years through the efforts of the Association for the Preservation of Virginia Antiquities. Among those to be seen are Indian pipes, arrow heads, spears, pottery, cannon shells, bullets, halburts, parts of armor, stirrups, copper candle sticks, bits and spurs, scissors, coffin-plates and nails.

The foundations of the State House, Philip Ludwell's three houses and Summer House have been unearthed, built up and protected by cement. These houses were probably built about 1664 or 1665. It will be remembered that after Lord Berkeley's death in 1677, his widow, Frances Culpeper, married Col. Philip Ludwell.



ANOTHER VIEW OF RESTORED CHURCH AT JAMESTOWN



AEROPLANE VIEW OF HISTORIC JAMESTOWN, "CRADLE OF THE REPUBLIC"



HISTORIC WILLIAM AND MARY COLLEGE

WILLIAMSBURG

WILLIAMSBURG is situated practically midway of the peninsula between the James and York rivers. It is 39 miles from Norfolk and may be reached by busses from Norfolk and Newport News or by the Chesapeake and Ohio Railway. Automobile tourists will cross Hampton Roads by ferry to Newport News which is connected with Williamsburg by a splendid concrete highway. Yorktown is about 12 miles and Jamestown Island only 7 miles from Williamsburg.

WILLIAMSBURG was first settled in 1632, and was first known as Middle Plantation. It is the oldest incorporated town in the State. When disaster after disaster resulted in the almost complete destruction of Jamestown, the General Assembly passed an act abandoning it as the seat of government and moved the capital to Williamsburg in 1699. The new capital was much more satisfactory as to location and its development was successful from the first. It remained the seat of government until 1780, when the capital was removed to Richmond. During the time Williamsburg was the seat of government, it was "the centre of fashion, wealth and learning in the Old Dominion." The city has continued a most charming community and still exemplifies the grace of Old Virginia hospitality.

Williamsburg, in the War Between the States, was the scene of the first serious engagement of the Peninsula campaign. Just east of the town on May 5, 1862, Hooker's division of McClellan's army overtook the rear column

of the Confederate Army under Longstreet. The Confederates were greatly outnumbered but although the battle lasted nine hours, it resulted in no decisive advantage for either side.

WILLIAM AND MARY COLLEGE, established at Williamsburg 1693, is the oldest American college in its antecedents and in actual operation is second only to Harvard. The project for a college for Virginia was agitated in 1617, three years before the Pilgrims landed at Plymouth Rock. It is the only American college to receive its charter direct from the crown. The Phi Beta Kappa Society, the first Greek letter society in America, was organized there on December 5, 1776. The part performed by the college in training the generation of Virginians, who took part in the establishment of American institutions, is second to none and can scarcely be overestimated.

Three buildings at William and Mary are older than the buildings of any other college in America. The walls of the main building, (which building was designed by Sir Christopher Wren), were completed in 1697; the Brafferton building, which was constructed as an Indian school, was built in 1723; and the President's house in 1732. The House of Burgesses met in the main college building from 1699 to 1705, when the capitol building was completed. In 1781 Lord Cornwallis had his headquarters at the president's house. On his retreat it was occupied by the French and during their occupancy was damaged by fire and repaired by them. In 1859, the main college building was accidentally destroyed by fire but restored in 1862. In 1861-62, the main building was used as barracks and hospital, first by the Confederate Army and later by Federal troops who burned it in 1862. The other college buildings are of modern construction.

For many years after the Civil War the college was in a very crippled condition owing to repeated losses. At the present time, however, it is growing steadily and those in charge hope to restore it to its pristine rank among its sister institutions.

George Washington received his commission as surveyor from William and Mary college in 1749 and from 1788 until his death he was its chancellor. Benjamin Franklin received an honorary degree from there on April 2, 1755.

Among the many alumni who have shed lustre upon the college and the Nation are three presidents, Thomas Jefferson, James Monroe and John Tyler. Four of the seven signers of the Declaration of Independence attended the college: Thomas Jefferson, the author of the Declaration, George Wythe, Benjamin Harrison and Carter Braxton.

Although her great and famous alumni are too many to mention in a limited space, among them are Chief Justice John Marshall, Peyton Randolph, first president of the Continental Congress, Edmund Randolph, Spencer Roane, St. George Tucker, General Winfield Scott, John Tyler, Jr. Archibald Cary and John Blair.

The statue of Lord Botetourt, governor of Virginia, in the College Square, is one of the relics of the pre-Revolutionary period.



RESTORED BRUTON PARISH CHURCH ON DEDICATION DAY

BRUTON PARISH CHURCH, Duke of Gloucester Street. The present brick church building completed in 1715, has remained in continuous use since that time, having well withstood the rough usages of two eras. It was built on the site of a former church completed in 1683. The church records show that there was still an earlier church in Middle Plantation, it having been built prior to 1665.

With the removal of the seat of government to Williamsburg from Jamestown in 1699, the old church was considered inadequate and the determination to erect the present building was made in 1710. Plans were furnished by Governor Alexander Spotswood, who proposed that the vestry should build the two ends of the church and promised that the Government "would take care of the wings and intervening part." The House of Burgesses appropriated the funds for building pews for the Governor, Council and the House of Burgesses, and appointed John Holloway, Nicholas Meriwether and Robert Bolling a committee to coöperate with the vestry in the undertaking.

Official distinction was recognized and emphasized in the church. To His Excellency the Governor and His Council of State was assigned a pew elevated from the floor, overhung with a red velvet canopy, around which his name was emblazoned in letters of gold, the name being changed as Spotswood, Drysdale, Gooch, Dinwiddie, Fauquir, Lord Botetourt and Lord Dunmore succeeded to office.

The old Prayer Book, which bears the inscription, "Bruton Parish, 1756," bears witness through erasures and marginal insertions to answered prayers. The Prayer for the President is pasted over the Prayer of King George III, while the prejudice to kings is evidenced by a line run through the words "King of Kings," and "Ruler of the Universe," substituted. The Bible of this period is also preserved, together with the old Parish Register, containing the name of George Washington eleven times, and telling of the baptism of 1,122 negro servants within a period of 25 years, with many pages of the record missing.

In addition to these, the church is the custodian of other sacred memorials of the past. The old Jamestown baptismal font and Communion silver are still in use at Bruton Parish church, together with a set of Communion silver made in 1686, given by Lady Gooch to the College of William and Mary, and a set bearing the royal arms of King George III.

In 1840, the need of a Sunday School room caused the congregation to yield to the spirit of innovation and destroy the interior form and appearance of the church. It seems almost incredible that the vestry allowed the beautiful and dignified Colonial pews and the flag-stone chancel to be removed and the interior to be furnished and decorated in modern style with money secured by a church fair.

The work of restoration was inaugurated on May 15, 1905, by a sermon preached by Rev. Beverly D. Tucker, D. D., since consecrated Bishop of the Diocese of Southern Virginia, and has been executed with absolute fidelity to Colonial Type and historic verity with the endeavor to reproduce the form and feeling of the past. Over \$27,000 was spent for the preservation and restoration work. The woodwork of the tower, and the clock originally in the House of Burgesses have been restored and the bell engraved, "The Gift of James Tarpley of Bruton Parish, 1761," again rings out the passing hours. The pews have all been made memorial; those in the transepts to twenty-one of the patriots of the Revolution; those in the choir to the Surveyors General and the presidents of the College of William and Mary, and those in the nave to the vestrymen of the parish during the Colonial period. Each pew has upon the door a bronze tablet, inscribed with the name of the person memorialized. Over the governor's pew has been placed a silken canopy emblazoned with the name of Governor Alexander Spotswood, and affixed to the wall is a bronze tablet inscribed with the names of the Colonial governors who worshiped there. The aisles are paved with white marble in which are set tombstones which mark the graves of those buried there.

The land for the church was given by Sir John Page and it was built of bricks made in England.

OLD POWDER HORN, located on Duke of Gloucester Street, was built in 1714 under the supervision of Governor Spotswood and in obedience to an act of the Assembly. This building is built of brick in octagonal shape. At one time it was surrounded by an outer wall and the entire premises were used as a magazine, armory and blacksmith's shop. It was from the Powder Horn magazine that Lord Dunmore stole the powder with which Norfolk was attacked and burned during the Revolution. It is in a fine state of preservation and contains many articles of interest to tourists.



OLD POWDER HORN

SITE OF THE COLONIAL CAPITOL.—The capitol was completed in 1705 and was located at the opposite end of Duke of Gloucester street from William and Mary College. It was built in the shape of the letter "H," with a portico in front and was two stories high. The foundations are in a good state of preservation and the place is well marked. It was here that Patrick Henry made his famous speech in 1765, and it was in this building that George Washington sat as a Burgess from the County of Fairfax. Such famous men as James Madison, Thomas Jefferson, Peyton Randolph, George Mason and scores of others frequented its halls.

OLD COURT HOUSE, Duke of Gloucester Street, was erected in 1769. It is very well preserved, after having passed through the vicissitudes of two great wars.

POOR DEBTORS' PRISON on Duke of Gloucester Street is one of the Colonial buildings of interest. According to the English custom, those so unfortunate as to be unable to pay their debts were imprisoned until they were able to secure money with which to satisfy their creditors.

EASTERN STATE HOSPITAL for the insane dates from 1769 and is the oldest institution of its kind in the United States.



ENTRANCE TO FORT EUSTIS NEAR YORKTOWN

HOMES OF HISTORIC INTEREST.—There are many Colonial homes in Williamsburg which will prove interesting to tourists. On the left side of Duke of Gloucester Street, as one proceeds from the college, is a frame dwelling which was the home of John Blair, President of the Council of State of Virginia, in Colonial Days, and was later occupied by his son, John Blair, who was appointed as Associate Justice of the Supreme Court of the United States by George Washington.

WYTHE HOUSE, the home of George Wythe, one of the signers of the Declaration of Independence and the first professor of law in William and Mary, is located on the Palace Green. Washington had his headquarters here for a time during the Revolution.

At the rear of the Williamsburg High School, facing the Palace Green, is the site of the Governor's Palace, where Lord Dunmore lived at the outbreak of the Revolutionary War. On the east side of the Palace Green a quaint frame house is seen, called Page House, because it was occupied by Governor John Page for a time. This house is mentioned by Miss Mary Johnston in her novel, "Audrey."

On leaving Williamsburg for Newport News, the first house on the right is the home of Peyton Randolph, the president of the First Continental Congress. About thirty yards away through a clump of beautiful trees, is Bassett Hall. In the days of the Revolution, the mistress of Bassett Hall was a sister of Martha Washington, whom the Washingtons often visited. Vice-President John Tyler received word that he was President of the United States on the porch of this house which at that time was his residence. Thomas Moore, the Irish poet, wrote his poem, "The Firefly," while a guest at Bassett Hall.



MOORE HOUSE WHERE ARTICLES OF SURRENDER WERE PREPARED

YORKTOWN

YORKTOWN, where Cornwallis surrendered to George Washington, is thirty-five miles from Norfolk and is reached by busses from there or from Newport News or Williamsburg. Automobilists will use the ferry from Pine Beach to Newport News. A beautiful concrete highway connects Newport News with Yorktown.

YORKTOWN is situated on the right bank of the York River, ten miles from its mouth. This river is one of the most beautiful in America. Many persons interested in matters relating both to the independence and preservation of the Union visit Yorktown each year.

A bill was recently introduced in Congress asking that the site of the battlefield at Yorktown be purchased by the government for maintaining a national park similar to those of Gettysburg and Chickamauga. The bill provides that it shall be operated under a commission appointed by the Secretary of War and an appropriation of \$100,000 has been asked to begin work on the project. Many patriotic organizations are fostering the movement to make Yorktown the leading patriotic shrine of America.

A splendid golf course has been constructed recently on the battlefields at Yorktown. The third tee is close to the spot where Washington received Cornwallis' sword. The golfer will pass in sight of the houses occupied by the commanders of the Revolution, and particularly near the Moore house in which the terms of surrender were drafted. The Yorktown Manor and Country Club, which opened this beautiful course recently, is planning to erect a million dollar tourist hotel there in the near future. Upon his ar-



GRACE CHURCH SILVER SERVICE, SAID TO BE OLDEST IN U. S.

rival, the tourist is greatly impressed with the well preserved fortifications, which were used in both the Revolutionary and Civil Wars, when the town underwent two great sieges in 1781 and 1862.

In the Revolutionary siege of 1781, Cornwallis, retreating from Carolina, established himself there in August and fortified the town with seven redoubts and six batteries on the land side of the line of batteries along the river. Gloucester Point, on the opposite side of the river was also strongly fortified. Cornwallis' troops numbered 8,000 and were supported by several vessels anchored in the river. Washington and Rochambeau, with combined force of 16,000 began the investment of Yorktown on September 28. Count De Grasse, with a French fleet, blocked the York and James rivers and cut off British communication with New York. On October 16, the walls of the British fortifications being broken down and almost every gun dismantled, Cornwallis made an attempt to escape at night by way of Gloucester Point, but was prevented by a furious storm which scattered his boats. On October 19, he surrendered to the allies; the land army with its munitions being surrendered to the Americans and the marines to the French. Among the spoils the Americans obtained twenty-eight regimental colors. The victory ended the war and the articles of surrender were prepared at Moore House on Temple farm, which is still standing and in a good state of preservation.

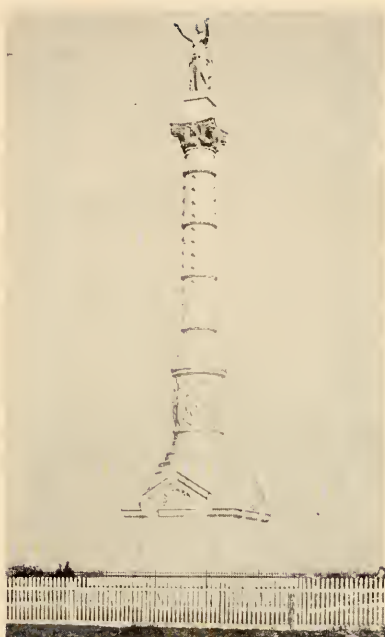
In 1881 a centennial celebration was held at Yorktown and a monument commemorative of the surrender of Cornwallis was dedicated in the presence of many distinguished foreigners and Americans. The monument is one of the most beautiful and impressive in the world and was erected at a cost of \$250,000 to the United States.

The second siege of Yorktown formed a part of General McClellan's Peninsula campaign. In April, 1862, the Confederates under General J. B. Magruder, had fortified Yorktown and drawn a line from the town across the peninsula to the mouth of the Warwick River. McClellan, overestimating the Confederate forces, hardly more than 11,000 men in all, of which only 5,000 were at Yorktown, settled down to siege while waiting for reinforcements. At the end of the month, McClellan had 115,000 men before Yorktown, while the Confederates, reinforced by General Johnston, who took command, had barely 55,000. During the night of May 3, Johnston secretly evacuated Yorktown and retreated toward Richmond, but was pursued by a part of the Union force and compelled to give battle near Williamsburg on May 5. The result was indecisive.

The Government has one of its important naval anchorages at Yorktown. During the World War the battleship fleet of the nation, and its immense supply train, destroyers, and other auxiliaries, were based in the York River at this point.

NELSON HOUSE, now known as "York Hall," built in 1740 by Governor Thomas Nelson. is the most pretentious dwelling in the town. A cannon ball is embedded between the gable windows and is said to have been fired at Governor Nelson's command when he found his home occupied by British soldiers. The house was used by Cornwallis during the last part of his siege. The place was completely restored by the late George Preston Blow.

GRACE CHURCH, built in 1700, stands upon an elevation about 50 feet above the river and about 250 feet from the water. The original church was in the form of a T, but when it was repaired after being burned in 1815, the two wings were left off, making it only 60 by 30 feet. The original communion service, said by some authorities to be the oldest in America, is still in use. The church bell was given by Queen Anne in 1725. When the church was burned the bell was broken and the fragments were laid aside



YORKTOWN MONUMENT

in the vestry room. After the Civil War those pieces were found in Philadelphia by Rev. Nicholson, afterwards Bishop Nicholson, and being attracted by the words "Yorktown, Virginia, 1725" he wrote to the minister, Rev. Bryan, asking the history of the bell. It was then recast by the Hook Smelting Company in 1882, and on July 11, 1889, was rehung on a rude scaffold in the churchyard, and rung for service after a silence of 75 years. During the Civil War the church was again almost completely destroyed. Governor Nelson's tomb is in the churchyard.

THE FIRST CUSTOMS HOUSE in America was built at Yorktown in 1715. Yorktown was the principal port of this country until after the Revolutionary War. It is one of the interesting places to see there.

Old records dating back to 1633 are on file at the county clerk's office. The present court house is on the same site as the Colonial court house, which was built in 1697 and destroyed in the Civil War. The old Yorktown hotel, part of which forms the present hotel, was built in 1725. Cornwallis' cave, said to have been originally used by smugglers, was used by Cornwallis as a bomb-proof ammunition magazine during the Revolution. The National Cemetery, a short distance from the town, is another place of interest to the tourist.

The gnarled, old mulberry trees seen about the town were planted before the Revolution for the purpose of feeding silk worms. The effort of silk-worm raising, which was not successful, was one of the nation's infant industries.

SITE WHERE POCAHONTAS SAVED LIFE OF JOHN SMITH.—On the opposite side of the river, just a few miles above Yorktown, is the site of the Indian village, Werowocomo, where John Smith was taken a prisoner before the great Indian chief, Powhatan, and later saved from death by Pocahontas, Powhatan's daughter.

"When Smith was brought into the presence of the brawny emperor of the woods," says Dr. J. A. C. Chandler in his *Colonial Virginia*, "he was seated in the midst of fifty warriors, with his group of wives standing behind him. The Queen of Appomattox brought him water and another a bunch of turkey feathers for a towel. After this unique ablution he was feasted upon roast turkey and venison. Following this token of Indian regard and hospitality, a council of war was held, and a decision was made that Smith should be put to death. Two stones were brought, on which he was made to lay his head, and just as a warrior with a huge club was on the point of smashing out his brains, an Indian maiden rushed forward, threw herself on him and besought the great chief that the life of the prisoner might be spared. Powhatan at last yielded, and gave him as a servant to the Indian maiden, by name Matoaka, known in the annals of Virginia as Pocahontas, the word meaning 'a bright stream between two hills.'" In the next few days Smith was permitted to return to Jamestown.

PORT OF HAMPTON ROADS

Back in the early part of the nineteenth century, when the Yankee clippers sailed the Seven Seas and won for America the maritime supremacy of the world, Hampton Roads was one of the best known ports of the globe. Hordes of white-winged ships carried cotton and tobacco from the port and brought back the products of every clime.

"The river could not be seen, so thick was the shipping between the Norfolk and Portsmouth shores," writes a historian of that period.

Then came the gradual disappearance of the Stars and Stripes from the ocean, and with this disappearance a sharp decline in this port activity. But the conditions that brought the clipper ships to Hampton Roads remained unchanged and when the World War came, with its demand upon the United States for food, clothing, munitions, horses, machinery, and the thousand-odd things necessary in the prosecution of a war, Hampton Roads became the greatest gateway for this movement.

The war movement demonstrated one thing which is true to a greater extent to-day than it was at the height of the war—export and import traffic



LARGE DRY DOCK AT NORFOLK NAVY YARD

can be handled through the port more cheaply than anywhere else on the Atlantic seaboard. This is no idle claim of enthusiastic port boosters. Records of the War Department and the Navy Department bear eloquent testimony to it. Unlimited fuel, miles of anchorage, well-equipped piers, physical connection between every railroad entering the port, shipside delivery of cargo and limination of barging are among the things that have cut down the port costs. Ships get dispatch, and it is dispatch that counts more than any other factor in the reduction of ocean transportation costs.

Even as Jersey and Hoboken cannot be separated from the port of New York, so are Norfolk, Portsmouth, and Newport News all using a common harbor, inseparable as the port of Hampton Roads. For all practical purposes, except for the fact that they are separated by water, they constitute a single commercial gateway. In this port section, the ports of Norfolk and Portsmouth will be treated as the Port of Norfolk and the Port of Newport News will be handled separately.

Hampton Roads is situated midway on the Atlantic coast between Boston and Jacksonville, eighteen miles from the Virginia Capes. To European, United Kingdom, Asiatic, Oriental, South American, and West Coast ports Hampton Roads is, generally, two hundred miles closer than Baltimore, while eight trunk lines connect the port with the North, Northwest, Middle West, and South. The balmy climate permits of maximum movement of shipping the year round, as the harbor is entirely free of ice in the coldest winter months, and this same climate has been responsible for the development around Norfolk of the largest truck-growing section in the country.

About 60 degrees is the average temperature for the year, with a mean temperature above 41 degrees for the coldest months, and below 79 degrees for the hottest.

That this port is in the infancy of its development is conceded by all port development experts.



NORFOLK SKYLINE FROM INNER HARBOR



NORFOLK'S MUNICIPAL TERMINALS

THE PORT OF NORFOLK

A brief summary of some of the things that are attracting nation-wide and world-wide attention to Norfolk will give an idea of the conditions that have ushered in Norfolk's new progress. Most of these things have been referred to above and are only reiterated because of the vital part they are playing in the period of development the city has just entered.

Norfolk is the world's greatest coaling port.

Norfolk is the second port in the United States in water-borne tonnage.

Norfolk is the fourth cotton port.

Norfolk is America's greatest center for naval activity—government expenditures in past years, \$129,955,905.

Norfolk is one of the greatest fertilizer manufacturing centers.

Norfolk is the greatest truck-producing center.

Norfolk is on Hampton Roads, the finest natural harbor.

Norfolk has eight great railroads, forty-five general cargo steamship lines, twenty coal cargo lines, and many inland and coastwise steamer lines.

Norfolk is one of the greatest seafood shipping points.

Norfolk has two of the country's finest bathing beaches.

Norfolk has many miles of splendidly paved streets.



SHIPPING VEGETABLES NORTH

Norfolk has just completed one of the finest water systems in the country. Norfolk has an abundance of coal for industrial purposes and an ample supply of electric power at attractive rates.

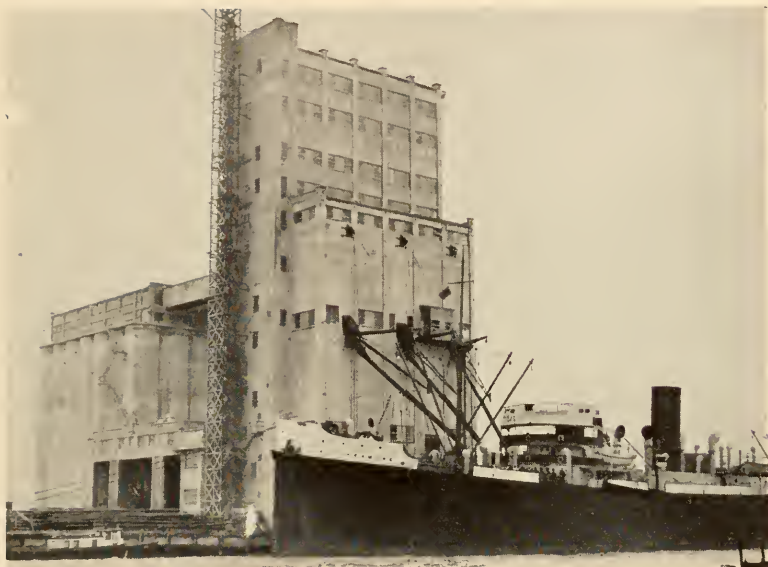
Norfolk has a climate that permits of outdoor work the year round.

These are by no means all of Norfolk's advantages, but the things enumerated give in concise form many of the outstanding ones.

ACTUAL CENSUS

Norfolk	159,086
Portsmouth	54,387
Within radius of eighteen miles	300,000

Some of the principal industries are as follows: Shipbuilding, railroad shops, machine shops, iron and steel, fertilizer, lumber, silk mills, steel chain, peanut cleaning, copper smelting, creosoting, cotton mills, cotton compressing, cotton tie and bagging manufacturing, tobacco manufacturing, knitting mills, veneer mills, agricultural, sea foods, Government operations, oil, cargo and bunker coal.



NORFOLK'S MUNICIPAL GRAIN ELEVATOR

TRANSPORTATION

Trunk Line Railroads	8
Belt Line Railroad (Industrial)	1
Steamship Lines, foreign, freight, passenger and coal cargo	60
Electric Railways, including interurban, miles of track....	198

Norfolk is indeed enviably located at regards transportation facilities. The great array of railroads, all connected by an industrial belt line, assure the shipper or receiver of freight, if he be located on the belt line, the flat Norfolk rates; in addition, the water lines and electric railways give the manufacturer or shipper service unexcelled.

RAILROADS.—Eight great railway systems, spreading out into the interior like a vast fan, connect the port with every section of the country. A glance at the map will show that *Norfolk is within a radius of approximately five hundred miles of about half of the population of the United States.*

The railroads centering at Norfolk are as follows:

- Atlantic Coast Line Railroad (to the south and southeast).
- Chesapeake and Ohio Railway (to the west and northwest).



ON NORFOLK'S COTTON PIERS

Norfolk and Western Railway (to the west, northwest, and southwest).

Norfolk-Southern Railroad (to the south).

Pennsylvania Railroad (N. Y., P. & N.) (to the north and northeast).

Southern Railway (to the south and west).

Virginian Railway (to the west).

Seaboard Air Line (to the south).

These lines also have extensive yard and water-front terminals for the handling or interchange of commerce with water lines, coastwise or overseas.

MUNICIPAL UNION TERMINAL.—The ideal port terminal condition is one which permits of cargo interchange, at a single point, between all the rail and steamship lines entering the port without the necessity for barging or switching charges. In its Municipal Union Terminal Norfolk has attained this ideal. (See aeroplane view of terminal on cover.)

The Municipal Union Terminal is reached by the port's eight trunk line railroads, and is open to all steamship lines. Wharfage and handling charges are absorbed or assessed in exactly the same manner as at the terminals of the rail transportation lines.

Municipally operated under the administration of the Norfolk Port Commission, this terminal possesses an unusual flexibility, by reason of its extensive facilities, labor saving devices and model layout. The following detailed description will give the export or import shipper an appreciation of the completeness of the terminal:



UNLOADING BY MECHANICAL CONVEYOR

MUNICIPAL GRAIN ELEVATOR.—Created by the City of Norfolk to provide grain for properly balanced cargoes, and to take care of the very substantial grain tonnage which was seeking an outlet through this port, the Municipal Grain Elevator operates in the same efficient and unified manner as the Municipal Union Terminal described above.

The elevator, which is of reinforced concrete and steel, has a storage capacity of 800,000 bushels, and is so constructed that it can be increased to 10,000,000 bushels by the addition of handling and storage units when necessary. A total of 2,500,000 bushels can be handled through the present work-house as soon as additional storage tanks are constructed. The Port Commission plans to add such tanks as rapidly as the increase in grain tonnage demands.

Conveyor galleries permit of the loading of three vessels simultaneously.

In its equipment and design this elevator embodies the latest ideas in elevator construction.

DEVELOPMENT PLANS.—The Municipal Grain Elevator is located on a tract of 325 acres, owned by the City of Norfolk; and the Port Commission and the City Council are developing this tract for terminal purposes as rapidly as the growth of port commerce demands.

Immediately adjacent to the Elevator, the city is completing a reinforced concrete pier, 425 feet wide and 1,200 feet long, with transit sheds thereon, and equipped with the most modern labor saving and freight handling devices.

Here the Port Commission has prepared a comprehensive plan for the development of this property which contemplates the addition of pier and warehouse units from time to time as traffic through the terminal increases.

WATERFRONT TERMINALS OF TRANSPORTATION LINES. —

More than 100 wharves and docks located in the Norfolk-Portsmouth section providing very flexible docking and warehouse facilities for craft ranging from small power boats to the largest ocean liners. About 40 per cent of these facilities are controlled by the transportation lines.

The eight Norfolk railroads own and operate a total of 28 covered piers and five open piers, with a total covered warehouse space of 1,953,200 square feet.

Terminal trackage of the Norfolk lines aggregates 293 miles, insuring against yard and terminal congestion.

The Hampton Roads coal piers of the Norfolk & Western, Virginian and Chesapeake & Ohio Railways have a total dumping capacity of 300,000 tons daily.

STEAMSHIP DOCKS AND PIERS.—Modern facilities for handling freight traffic at steamship piers with rail connections, storage and necessary features to expedite freight movement.

COTTON TERMINALS.—Norfolk's position as fourth cotton port is being steadily strengthened by the improved steamship service of the port, and enlarged cotton terminal facilities. In addition to the extensive terminal and compresses maintained by the cotton interests on the inner harbor waterfront, new compresses have been installed, and two great warehouses are being operated by the cotton shippers at the Municipal Union Terminal. Storage is offered at reasonable rates, on a very low insurance basis.

PRIVATE PIERS AND WAREHOUSES.—Among the private piers and warehouses in the Norfolk harbor are two open piers and eleven covered piers, with a total warehouse space of 1,035,000 square feet. These terminals have a water depth alongside piers ranging from 18 to 35 feet, and have either Belt Line or individual railroad connections, or efficient lighterage service.



PART OF NORFOLK'S BUSINESS SECTION

PORT OF NEWPORT NEWS



VIEW OF SOUTHERN SHIPYARD, NEWPORT NEWS

The Port of Newport News, at the mouth of the James River, forms an important part of the world-famous harbor at Hampton Roads. The anchorage grounds in and adjoining this port are the largest and finest in this country, and Newport News is so located that its water frontage is almost unlimited. The channel connecting the harbor with the ocean is 600 feet wide and 35 feet deep at mean low tide and recommendations have been made by the government engineer for increasing the depth to 40 feet at mean tide.

The harbor is noted as being one of the safest in the world. It is free from ice throughout the entire year, severe storms are unknown and the tidal range is only 2.7 feet.

LOCATION.—The central location of the port of Newport News on the Atlantic coast enables it to most advantageously serve the great middle west section of America. The freight rate differentials are lower than those of New York, Philadelphia and Boston.

STEAMSHIP LINES.—More than 30 steamship lines operate regularly between this port and the principal ports of the world and splendid coast-wise service is maintained to both North Atlantic and Pacific ports. To European, Asiatic, South American and Pacific Coast ports.

RAILROAD AND PIER FACILITIES.—The Chesapeake and Ohio Railway which, with its connecting lines, serves the port, has the largest single railroad terminus in the world here. This terminal has over 125 miles of track with storage capacity for 4500 cars. Close connection is maintained with seven additional trunk lines just across Hampton Roads to all sections of the country.



ONE OF NEWPORT NEWS' SHIPBUILDING PLANTS

The port of Newport News has a total of thirty-six piers, wharves and docks. The ocean terminals of the Chesapeake and Ohio Railway are the most prominent and interesting. Among these are one double deck covered pier with a capacity for 300 cars; four single deck covered piers, two of which have outside elevated tracks with a capacity of 560 cars; two open piers, one of which is equipped with sunken tracks with heavy crane for handling bulk cargoes; and two coal piers which dump three quarters of a million tons a month. All piers are served by double tracks depressed so that car doors are on a level with the floor of the pier connecting with terminal yards so as to eliminate all extra handling and hauling.

WAREHOUSES.—There are fifty-eight warehouses at Newport News with a million square feet of storage space. All warehouses are supplied with independent railroad sidings and platforms level with car doors. Fifty-two of these warehouses are equipped with automatic sprinkler system resulting in a very low rate of insurance.

PORT FACILITIES.—Newport News is known as the Coal Port of the World. The facilities for the handling of coal here are second to no other port in the country. The coal piers handle each month about 200 vessels which take from 600,000 to 750,000 tons of coal for cargo and bunkers each month. In addition to the splendid facilities for handling coal, this port also has ample facilities for the bunkering of vessels with fuel oil. This is done either from power barge in steam or directly from pipe lines at oil dolphins.

For the handling of grain, this port has a modern elevator of 1,000,000 bushels capacity, which is able to handle 5,000,000 bushels of grain a month, with an average loading rate of 35,000 bushels per hour. This elevator includes all modern facilities and is equipped with dryers.

There is a dependable rail service from the western grain districts to Newport News of from three to six days. This places the port in a position to



SMALL BOAT HARBOR, NEWPORT NEWS

offer the most favorable rates and transportation facilities with no congestion. The frequent sailings from Newport News assure prompt handling of parcel lots, and cargoes can be chartered on exactly the same terms as from other North Atlantic ports.

All weighing, grading and inspection in and out of the elevator is handled under the supervision of the Newport News Chamber of Commerce by Federal licensed grain inspectors, under rules and regulations formulated by the United States government.

For handling livestock, the facilities at Newport News are unsurpassed by any port in the country. Stock pens with a capacity of 1500 animals are located within a short distance of the loading piers and with every possible facility for the care, feeding and handling of animals. Experienced contractors afford means of fitting out vessels for the carrying of livestock at a minimum of expense.

MUNICIPAL PIER AND INDUSTRIAL PROPERTY.—The City of Newport News maintains a pier 1,200 feet in length which provides berthing room for ships drawing around sixteen feet of water, at Small Boat Harbor. The city also maintains a basin with a frontage of 6,900 feet, sufficiently large to accommodate hundreds of smaller boats, and around this harbor several ship supply stations and important industries have grown up.

Adjoining the municipal pier and harbor, the city has acquired ownership of a considerable area of industrial property, which is offered in large or small lots to prospective manufacturers on a rental basis of approximately six per cent of the value of the ground occupied.

SHIPBUILDING AND REPAIR FACILITIES.—The ability to secure prompt and efficient repairs and overhauling at a minimum expense is an important factor to any large port. The facilities afforded by Newport News in this respect are not excelled by any other port in the country. The port has large shipyards of world-wide reputation and many smaller marine repair companies so that no vessel need experience delay from lack of ample repair and docking facilities.

THE NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY, an account of which has been given in another part of this book, is one of the chief assets of the State of Virginia as well as the Port of Hampton Roads.

THE SOUTHERN SHIPYARD CORPORATION is another industry which has established a very substantial business in marine construction and repairs, in Newport News. Although this plant has been in operation only since 1920, it has already taken its place among the leading plants of a similar nature in the port of Hampton Roads.

It is the nearest shipyard to the Capes being located on the Small Boat Harbor and Hampton Roads. It has a frontage of fifteen hundred feet on the Small Boat Harbor, and a thousand feet on Hampton Roads, making an ideal site for work on both small and large boats.

The plant has an area of seventeen acres; four thousand feet of bulkhead; seven thousand feet of railway track; a five hundred foot pier forty feet wide, with all modern facilities for ship repairs, with a twenty-five foot depth of water at same. The plant has complete Machine, Blacksmith Joiner, Carpenter and Paint shops of steel and concrete construction and is equipped to perform repairs of any kind to ships of any size afloat, and has a Crandall Type Marine Railway of three thousand tons lifting capacity.

About one year ago the plant started a Small Boat Department and has since constructed several Star Class Yachts and Launches, and at the present time has under construction ten Patrol Boats for the United States Government.

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On Small Boat Harbor

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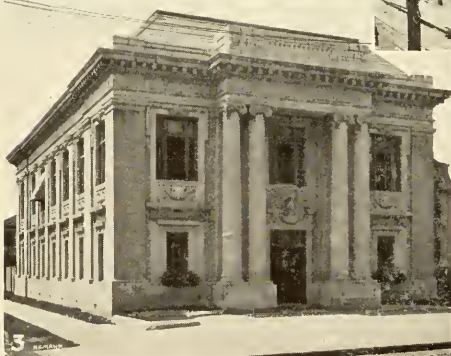
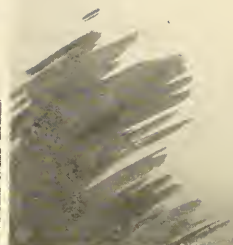
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Lv. Norfolk (O. B. L. Wharf)	3:15 P. M.	Lv. Battery Park	7:45 A. M.
Ar. Newport News (Pier A).....	4:15 P. M.	Ar. Newport News	8:45 A. M.
Lv. Newport News (Pier A).....	5:10 P. M.	Lv. Newport News	9:00 A. M.
Lv. Battery Park	6:15 P. M.	Ar. Norfolk (Old Bay Line).....	10:00 A. M.
Ar. Smithfield	6:45 P. M.	Ar. Norfolk (O. D. Pier 3).....	10:30 A. M.

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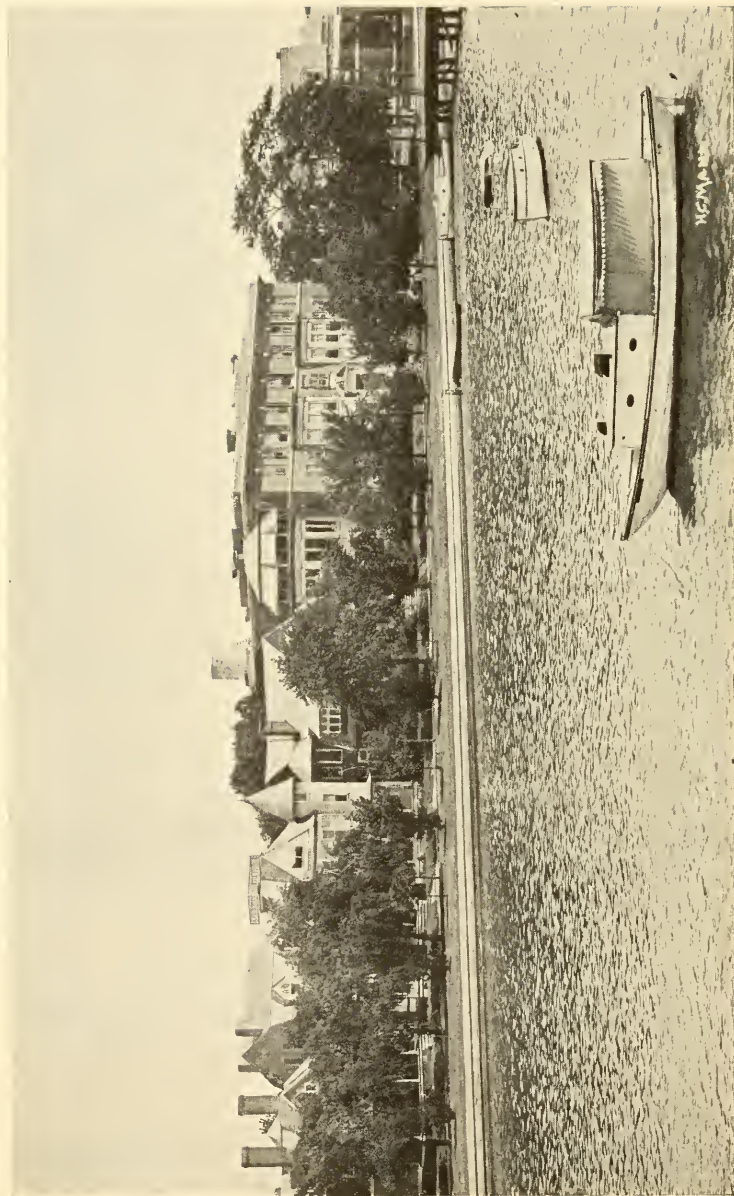
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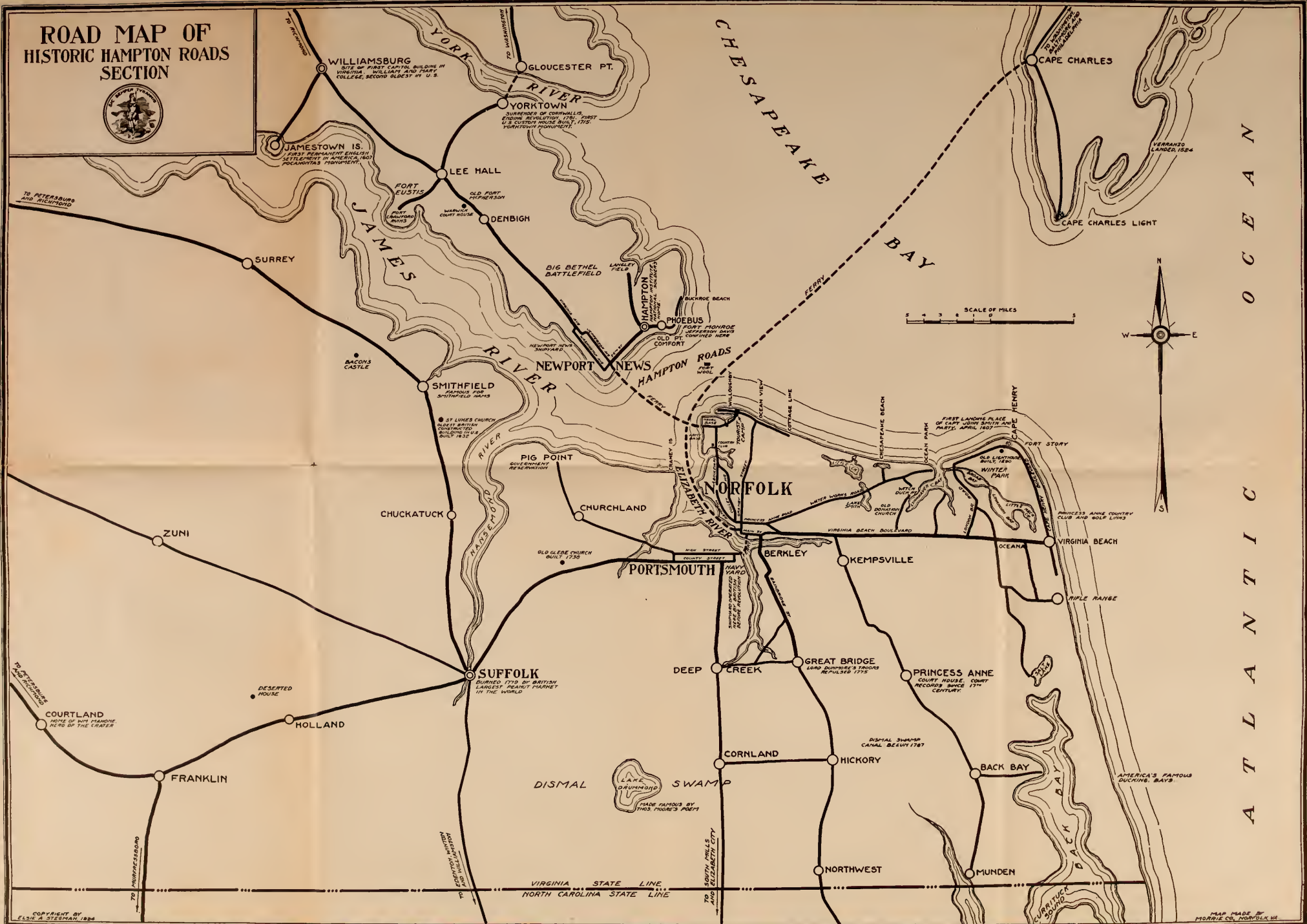
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